The Mining Journal
AND ATMOSPHERIC RAILWAY GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 600.—Vol. XVII. LONDON, SATURDAY, FEBRUARY 20, 1847. [Price 6d.

BALLESWIDDEN MINE—SPARE MATERIALS FOR SALE.

MR. BELLRINGER will SELL, BY AUCTION, on Tuesday, the 23d day of February inst., at Eleven o'clock in the morning, at BALLESWIDDEN MINE, ST. JUST, in Penwith,

TWO excellent 24-inch cylinder PUMPING ENGINES, without boilers.

45	Fathoms 9-inch pumps	2	9-inch plunger bottoms
2	ditto 8-inch ditto	1	7-inch ditto ditto
14	ditto 7-inch ditto	3	6-inch ditto ditto
31	ditto 6-inch ditto	1	5-inch ditto ditto
6	ditto 5-inch ditto	1	11-inch plunger working
10	ditto 4½-inch ditto	1	10-inch ditto ditto
23	ditto 4-inch ditto	1	9-inch ditto ditto

Several 10-inch, 9-inch, 8-inch, 7-inch, 6½-inch, 5½-inch, and 5¼-inch plunger poles, with stuffing-boxes and glands.

A great quantity of rod plates: 150 fathoms, from 5-inch to 9 inch, shaft rods.

A good BOILER, from 3 to 3½ tons.

A cast-iron water-wheel axle; and numerous other materials for mining purposes.

Every information will be afforded on application to the agents, on the mine; Mr. R. V. Davy, purser; or the auctioneer, at Penzance.

Dated Feb. 9, 1847.

SALE OF EIGHT DISC ENGINES AND OTHER EFFECTS, on premises in Jamaica-row, adjoining the Horse Shoe-yard, Birmingham.—TO BE SOLD, BY AUCTION, by Mr. GIMBLETT, on Thursday next, the 25th of Feb., on the premises as above, commencing at Twelve o'clock to a minute, EIGHT DISC ENGINES, of 2, 5, 8, 12, and 20-horse power, with governors, &c.; superior 2-horse power thrashing machine, 2 portable smiths' hearths, wrought-iron door and frame, press, feed, and force pumps, slotting-machine, and other effects; also, a handsome DENNET GIG, nearly new—particulars of which will appear in the catalogues.

SOUTH WALES, GLAMORGANSHIRE—LLANDILO-TALYBONT PARISH.—TO BE SOLD, BY PRIVATE CONTRACT, PENGELLYDDBAW FARM, containing 28 A. 1 R. 24 P., in the occupation of Mr. Lewis Rees.

TYRBACH FARM, containing 12 A. 1 R. 3 P., in the occupation of Mr. Lewis Rees.

BRYN-LLWYD FARM, containing 34 A. 0 R. 39 P., in the occupation of Mr. Jas. Janes.

CAESHONMATCH, a field adjoining a road, containing 3 A. 1 R. 0 P., in the occupation of Mr. W. David.

The coal, ironstone, stone, and minerals, under the four farms, are to be reserved to the vendors.

The COAL, IRONSTONE, STONE, and OTHER MINERALS, under the preceding four lots, containing 78 A. 0 R. 26 P.

These properties will be sold either together or separately. The coal is of excellent quality for steam-packet purposes, and a large portion of it can be won by a shallow pit, of 15 or 16 fms., or less. The property immediately adjoins that now worked by Cameron's Coalbrook Steam Coal Company, near Swansea.

Apply, for particulars, to Messrs. Rowland, Hacon, and Rowland, 38, Threadneedle-street, London.

SOUTH AUSTRALIA.—FOR SALE, a SECTION OF NINETY-FIVE ACRES OF LAND, about 1 to 1½ mile from the famous Kapunda Copper Mine, and nearly in the direction of its lodes. The adjacent country seems to abound with COPPER ORE; and, should this section not prove mineral, it will be most valuable for building, or other purposes.

For price, &c., apply to Edmund J. Wheeler and Co., colonial agents, Winchester House, Old Broad-street, London.

N.B.—If wished by a purchaser, Messrs. E. J. Wheeler and Co. will effect an agreement with responsible parties to examine the section for copper ore, and, if found, to work it at a royalty; if not proving mineral, the section can be managed for building or farming, by an agent in the colony.

MINERAL FIELD IN MID-LOTHIAN.—TO BE LET, for such term of years as may be agreed on, the COAL, LIMESTONE, and IRONSTONE in the LANDS of DUDDINGSTONE and BRUNSTAIN, in the county of MID-LOTHIAN, the property of the Most Noble the Marquis of Abercorn.

The coals consist chiefly of what are termed the Edge Seams of Mid-Lothian, which are numerous, and of various thickness and quality—some of them containing Gas, or Parrot, Coal. There is also reason to expect, at Duddingstone, Black-band and Ironstone, such as have been found at Dryden and Greenlaw, in the same range of coals; and Limestone has been worked on the estate.

The near vicinity of this coal-field to the city of Edinburgh and the town of Portobello, and the direct access by Railway to Edinburgh, as well as to the ports of Leith and Fisherrow, render it peculiarly advantageous for a colliery.

An engine-pit has been already sunk to a considerable depth at Magdalene-bridge, where it is understood to have reached within about 20 fathoms of the Jewel Coal; and an inclined plane mine, in one of the Edge Seams of Coal, has been extended to Joppa—in which mine coal-wall was prepared and ready to work; but both operations have been suspended since the death of the late tenant, and the pit and mine are thus at present filled with water; but the steam-engine and machinery, which were erected by the late tenant, are still on the property (and may be had at a valuation by a tenant), readily commanded the water when the works were in progress.

The collieries will be shown by Mr. Allan Livingstone, Joppa; and for particulars application may be made to Messrs. Bald and Geddes, mining engineers, 40, Albany-street, Edinburgh, with whom are the plans and sections of the coal-field.

Edinburgh, Feb., 1847.

VALUABLE COAL MINES.—TO BE LET, ON LEASE, all those THREE several superior BEDS OF COAL, called the WATERLOO COAL, the MAIN SOFT COAL, and the LOWER HARD COAL, lying and being under 133 acres of land, situate at BRINSLEY, in the county of Nottingham.

Abutting to the above, and drained by the same level, are about 360 acres of the two last-named beds, belonging to noblemen and parties willing to lease the same—forming together (and without a fault) 493 acres of excellent coal seams. The bottom one is particularly adapted for iron-making.

The Erewash Valley Railway (the most direct London line) connects the property by a short branch; and the Ambergate, Nottingham, and Boston line will pass within 30 yards of the deepest point of the estate.

For further particulars apply to Messrs. Lucas and Cutts, solicitors, Chesterfield; or Mr. Thomas Goodwin, mineral agent, Ripley, Derbyshire.

Feb. 13, 1847.

TO RAILWAY CONTRACTORS, COALOWNERS, MINERS, AND OTHER PARTIES USING LONG RANGES OF PIPING.

CHARLES MACINTOSH & CO.,

SOLE MANUFACTURERS OF THE PATENT VULCANISED INDIA RUBBER WASHERS, of any description or figure, for Joints in Steam and Water Pipes.

C. M. & Co. can confidently recommend the washers, having received from engineers and others, who have used them, strong testimonials in their favour. These washers are easily applied to pipes of every description, and of any bevil; and any unevenness on the surface of the flanges, instead of being objectionable, as in the ordinary mode of making joints, is, in the case of the Vulcanised India Rubber Joints, a positive advantage, especially where great pressure is used. These joints will sustain no injury from violent tremor in pumping, or otherwise.—Manchester, Jan. 20, 1847.

ASSAYING AND ANALYSIS.—Mr. MITCHELL begs to inform the MANAGERS, &c., of MINES, SMELTING-WORKS, and MANUFACTORIES, that he still continues to CONDUCT ASSAYS and ANALYSES of all PRODUCTS, metallurgical and manufacturing, at his LABORATORY,

93, *HAWLEY-ROAD, KENTISH TOWN, LONDON,*

to which address communications are to be forwarded.—Instruction in all branches of assaying and analysis as usual.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting the very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornborne, Corawall.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

TO ENGINEERS, BOILER-MAKERS, AND OTHERS.—LAP-WELDED IRON TUBES, FOR STEAM-BOILERS.

W. H. RICHARDSON, Jun., & CO., DARLASTON, *STAFFORDSHIRE,*

MANUFACTURE all DESCRIPTIONS of WELDED WROUGHT-IRON TUBES, for STEAM, GAS, &c., of any required length and diameter, on the new and unequalled principle of Mr. J. Rogue's recent invention (patented August, 1846).—Address as above.

ROYAL COLLEGE OF CHEMISTRY, *HANOVER-SQUARE, LONDON.*

THE PRACTICAL COURSE OF SCIENTIFIC INSTRUCTION in this institution is under the direction of Dr. A. W. HOFMAN, assisted by Dr. JOHN BLYTH, and junior assistants.

The FOURTH SESSION WILL COMMENCE on MONDAY, the 8th of March next, in the NEW LABORATORY, and end on the 31st July.

The fee for students, working every day during the session, is .. £12 10 0

"	"	"	Four days in the week	10 0 0
"	"	"	Three days "	8 0 0
"	"	"	Two days "	6 0 0
"	"	"	One day "	4 0 0

The hours of attendance are from Nine to Five.—Further particulars may be obtained on application to the secretary, at the office of the college, Hanover-square.

By order of the council,

WILLIAM JOHNSON, Secretary.

THE BUSINESS OF THE FOLLOWING MINES, in operation under the COST-BOOK SYSTEM, is CONDUCTED at Mr. Crofts' offices, 4, *KING-STREET, CHEAPSIDE, LONDON.*

LAMHEROOE WHEAL MARIA	Devon	2048 shares.
WHEAL BENNY	Cornwall	256 "
WHEAL CONCORD	Devon	1024 "
WHEAL WALTER	Devon	1024 "
WHEAL HOLWELL	Cornwall	2048 "
LOSTWITHIEL CONSOLS	Cornwall	256 "
ECTON MINES	Staffordshire	1024 "

Specimens of the latest discoveries in each mine may be seen, and all information given, reports from the agents, cost-sheets, &c., inspected, at the offices, as above.

Dated Feb. 13, 1847. JAMES CROFTS, Secretary.

N.B.—A highly favourable REPORT on WHEAL CONCORD, dated the 11th inst., will be found in another part of the Journal.

EUROPEAN GAS COMPANY.—Notice is hereby given, that a HALF-YEARLY MEETING of the proprietors will be HELD on Thursday, the 4th day of March next, at the hour of One o'clock in the afternoon precisely, at the office of the company, 39, Finsbury-circus, London. By order of the board,

London, Feb. 13, 1847. J. B. GREAVES.

HEMP AND FLAX MANUFACTURING COMPANY.—Take Notice, that the DEED OF SETTLEMENT will LIE for SIGNATURE at the OFFICES of the COMPANY, 10, Coleman-street, City, from Monday, the 15th inst., to Saturday (THIS DAY), the 20th inst., both inclusive, from Two to Four o'clock each day.—10, Coleman-street, Feb. 13, 1847. HENRY PRATER, Secretary.

PATENT TIDAL WHEEL COMPANY (Provisionally Registered).—The directors of this company beg to inform those parties who are desirous of obtaining LICENSES for the USE of their PATENTED INVENTION, that, their deed of settlement being in course of preparation, they will now be happy to RECEIVE their PROPOSALS, and enter into arrangements for the same.

By order, FREDERICK BENNETT, Secretary.

1, Wallbrook-buildings, Mansion-house.

PANTDRAINIOG QUARRY SLATE COMPANY, Bangor. (PROVISIONALLY REGISTERED.)

Capital £40,000, in 2000 shares, of £20 each.—Deposit £2 10s. per share.

NO FURTHER APPLICATIONS for SHARES will be RECEIVED after THURSDAY, the 25th instant.

Prospectuses, and forms of application, may be obtained at the temporary offices, 19, Essex-street, Strand; at Messrs. Richardson, Smith, and Sadler's, 28, Golden-square; and at the following stock and share-brokers:—Mr. H. J. Bolding, 27, Tokenhouse-yard; Mr. T. N. Brown, 17, Throgmorton-street, City: and, in Edinburgh, of Mr. J. Pringle, 79, Princes-street. J. H. MURCHISON, Sec. pro tem.

19, Essex-street, Strand, Feb. 15, 1847.

MERIONETHSHIRE SLATE AND SLATE SLAB COMPANY.—Notice is hereby given, that the directors of this company have made a CALL of TEN SHILLINGS per share, and request the shareholders will PAY the same into the Commercial Bank of London, on or before the 22d inst. The works having been carried on for the benefit of the company since the 1st of October last, the directors have much pleasure in announcing, that, out of the profits arising therefrom, interest, at the rate of £5 per cent., will be paid on all calls from the day of payment.

Interest, at the rate of £5 per cent., will be charged up to the date of payment on all calls not paid on the above 22d day of February. E. W. MORRIS, Chairman.

5, Walbrook, London, Feb. 8, 1847.

PENNANT LEAD AND COPPER MINING COMPANY.—NOTICE.—The directors of the PENNANT LEAD AND COPPER MINING COMPANY hereby give Notice, that the shareholders, by an unanimous vote, have resolved to REDUCE the NUMBER of PARTS, or SHARES, of this association, from 6000 to 4000; and that, henceforth, all transfers and other documents will be altered accordingly. J. O. RIDGWAY, Chairman.

4, Salisbury-street, Strand, Feb. 16, 1847.

WHEAL MARY UNITED MINING COMPANY, In 1000 shares, of £10 each.

ON THE COST-BOOK PRINCIPLE.

The PROSPECTUS may be obtained of the London secretary, Mr. W. Witcomb, 167, Fleet-street, London.—Office entrance: second door on the left, up Johnson's-court, where the Cost-book will remain during the week for signature.

ELECTRO-MAGNETIC TELEGRAPH—GAMBLE AND NOTT'S PATENT.

PATRONISED by H. R. H. PRINCE ALBERT, the LORDS OF THE ADMIRALTY, &c.

The PATENTEES beg to inform all RAILWAY COMPANIES, that they are ready to TREAT with them for the ERECTION of the TELEGRAPH, on any length of railway, on the most reasonable terms.—This instrument, from its simplicity of construction and certainty of action, is, after the most severe test, proved to be the most useful and efficient instrument of the kind ever yet invented, as reported on by Dr. Faraday, Capt. Brandreth, Professor Brande, Dr. Bachhoffner, &c., and, in fact, all the science of the country.

It may be seen in daily operation on the London and North-Western Railway, where it is in practical use, between Bilsworth and Northampton stations; also, at the Telegraph Office, 2, Royal Exchange-buildings, where all particulars may be obtained, and the report seen.—The Telegraph is lectured on by Dr. Bachhoffner, at the Royal Polytechinic Institution, Regent-street.

PATENT IMPROVEMENTS IN CHRONOMETERS, WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1830, 1840, 1842. Silver lever watches, jewelled in four holes, 6 gs. each; in gold cases, from £8 to £10 extra. Gold horizontal watches, with gold dials, from 8 gs. to 12 gs. each.

DENT'S PATENT DIPLIEDOSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

EUROPEAN LIFE INSURANCE & ANNUITY COMPANY. *ESTABLISHED JANUARY 1, 1819.*

Empowered by special Act of Parliament, 7 and 8 Victoria, cap. xlviii.

OFFICES—No. 10, CHATHAM-PLACE, BLACKFRIARS, LONDON; and No. 53, DAME-STREET, DUBLIN.

JOHN ELLIOT DRINKWATER BETHUNE, Esq., Chairman.

Insurances may be effected daily on the ascending or descending scale—a limited number of annual payments, by even annual, half-yearly, or quarterly payments, or by payment of half the usual annual premium for five or seven years.

Parties effecting insurances on their lives for £500, or upwards, are privileged to attend and vote at the half-yearly general courts. CHARLES SAUNDERSON, Sec.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY, 26, *CORNHILL, LONDON.*

Capital £500,000.—Empowered by Act of Parliament.

This institution embraces important and substantial advantages with respect to Life Assurances and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see table); also the option of selecting benefits, and the conversion of his interests to meet other conveniences or necessity.

Assurances for terms of years are granted on the lowest possible rates.

DIVISION OF PROFITS.

The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 85 per cent. on the premiums paid on each policy effected on the profit scale.

EXAMPLES.

Age	Sum.	Prem.	Year.	Bonus added.	Bonus—Cash.	Permanent reduction of Premium.	Assured may Borrow.
60	£1000	£20 3 4	1837	£317 15 10	£109 0 11	£16 0 4	£445 0 0
			1838	192 3 6	67 1 4	13 10 9	995 11 1
			1839	165 14 10	74 1 9	11 3 1	346 2 6
			1840	116 7 6	54 0 10	7 18 10	296 13 4
			1841	111 6 8	49 10 0	7 10 4	247 4 5

The division of profits is annual, and the next will be made in December of the present year.

F. FERGUSON CAMROUX, Secretary.

WILSON & FRASER, 2, WELLINGTON-BUILDINGS, LIVERPOOL, and 13, EXCHANGE-PLACE, GLASGOW, have always ON SALE PIG-IRON, BAR-IRON, RAILWAY CHAIRS, and RAILWAY BARS.

WILLIAM H. SMITH, MINING SHARE AGENT, 10, *WARNFORD-COURT, THROGMORTON-STREET,*

has SHARES FOR SALE in the following MINES—viz.:

WHEAL LOUISA,	ALBERT CONSOLS,
WHEAL BLENCOWE,	WEST SHEPHERD,
WHEAL MARY PENTUAN,	VICTORIA TIN MINING COMPANY.

*** Every information will be afforded on application.

MINING OFFICES, 1, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.

WATSON AND CUELL, MINE AGENTS. N.B.—STATISTICAL INFORMATION furnished (on application) to SHAREHOLDERS in MINES in Cornwall, Devon, Scotland, Ireland, Wales, and Spain.

MESSRS. J. PAINTER AND CO., SHAREBROKERS MINING AND GENERAL AGENTS, 25, *CASTLE-STREET, LIVERPOOL,*

AFFORD EVERY INFORMATION as to the STATE of the MARKETS, PRICES, upon application.

JONATHAN DAVEY, MINE AGENT, SURVEYOR, AND SHAREBROKER, *MATTHEW-STREET, TAVISTOCK.*

Mines surveyed, inspected, and reported on, at the shortest notice; plans, sections, and dialling performed, by day or contract.

THOMAS P. THOMAS, MINE AGENT, AND DEALER IN RAILWAY AND OTHER SHARES, 18, *THREADNEEDLE-STREET, LONDON.*

MR. R. TREDINNICK, MINING AGENT AND DEALER IN EVERY DESCRIPTION OF SHARES. *THREE KING'S COURT, LOMBARD-STREET, LONDON.*

MESSRS. LINTHORNE, JONES, AND CO., STOCK, MINING, AND SHARE AGENTS,

*** Every information will be afforded as to the markets and prices of the above, by application (post-paid) at their offices,

48, *THREADNEEDLE-STREET, LONDON.*

MESSRS. R. CLARK & CO. beg to acquaint their friends and the public in general, that they have taken OFFICES as below, where they intend to carry on BUSINESS as STOCK, SHARE, and MINING AGENTS; relying with confidence upon the method adopted by them for conducting all business entrusted to their agency, Messrs. R. C. & Co. solicit a continuance of that support it will be, by strictest attention to all orders, their endeavour to deserve.

N.B.—Money advanced upon scrip and other securities.

3, Austinfriars, Broad-street, Oct. 17, 1846.

JAMES LANE, MINING SHAREBROKER, 75, *OLD BROAD-STREET, LONDON.*

ABERGWESSIN MINES.—Notice is hereby given, that a further CALL of ONE POUND per share must be PAID into the National Provincial Bank of England, Brecon, on or before the 15th day of March next.

Office, Feb. 15, 1847. By order, W. W. PELL, Purser.

CONSOLIDATED TRETOIL MINING COMPANY.—The directors of this company hereby give Notice, that the QUARTERLY GENERAL MEETING of the shareholders will be HELD at these offices, on Friday, the 26th February inst., at Two o'clock P.M. precisely. HENRY THOMAS, Secretary.

Mining Offices, 8, George-yard, Lombard-street, London, Feb. 10, 1847.

NATIONAL BRAZILIAN MINING ASSOCIATION—(MOCAUBAS AND COCAES).

A REPORT may now be had at this office.—A CALL, on the marked shares and scrip, of FOUR POUNDS per share, is now made PAYABLE on or before

Feb. 18, 1847—£1 per share	Aug. 18, 1847—£1 per share
May 18, 1847—£1 "	Nov. 18, 1847—£1 "

At the payment of each call, the shares to be left at this office for two clear days, after which they will be returned marked and receipted. By order,

26, Throgmorton-street, Feb. 10, 1847. RICHARD IRELAND, Secretary.

ZACATECAS MINING COMPANY, 5, Broad-street-buildings, Feb. 17, 1847.—Notice is hereby given, that a FINAL DIVIDEND, of FOUR SHILLINGS per share, will be PAID on the shares of this company, on and after Friday, the 26th inst. The certificates must be left two clear days for examination.

ALFRED GODFREY, Secretary.

PATENT GALVANISED IRON AND WIRE ROPE WORKS, *MILLWALL, POPLAR.*

ANDREW SMITH begs to inform the Mining, Railway, and Shipping interests, that he has obtained a PATENT for an IMPROVED METHOD of GALVANISING IRON, producing a much superior article at a considerable saving in cost—the improved process for galvanising wire rope, adding only £10 per ton instead of £20, under the ordinary processes. The rope is extensively used in damp situations, for mining and railway purposes, and for ships' standing rigging.—Mr. J. S. Tregellas, Truro, agent for Cornwall.

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY AND STEAM-BOAT COMPANIES.

Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to the IMPROVED PATENT ELASTIC METALLIC PISTONS.

The PRINCIPAL FEATURE and ADVANTAGE of THIS IMPROVEMENT is

1. Its great ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least possible friction.

2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water pumps, as it allows of a larger water way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC PACKING yet known, for the above reasons.

Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, and CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, *en route* to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, where are steamers to Naples, Genoa, Civeta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.

A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 5, St. Mary Axe, London, where only passages can be secured throughout.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

IMPORTANT TO RAILWAY COMPANIES.

PATENT KAMPTULICON COMPANY, 18, CORNHILL.

This company having completed their new factory, are prepared to supply railway managers and contractors with an elastic material (perfectly non-absorbent) to place between the rails and sleepers, and between the frames and bodies of carriages, to prevent jarring, and, consequently, wear and tear. The elastic plan kling is strongly recommended to be used for the backs and sides of carriages, to prevent splinters when accidents occur.

By order of the board, P. G. GREVILLE, Secretary.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN, J. MURDOCH (successor and late assistant to Mr. Robert)

Informs INVENTORS and PATENTEES, that, at his OFFICE, they can obtain REFERENCE TO A CLASSIFIED LIST OF PATENTS, (THE ONLY ONE EXTANT), which shows at one view all the Patents ever granted to any particular object, whereby they may ascertain, with much trouble and expense, and procure information not otherwise obtainable. [illegible] and FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL [illegible] REGISTERED.

SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.

FINISHED and WORKING DRAWINGS executed with accuracy and dispatch.

Transactions of Scientific Bodies.

MEETINGS DURING THE ENSUING WEEK.

Society.	Address.	Day.	Hour.
Asiatic	14, Grafton-street	Saturday	2 P.M.
Geographical	3, Waterloo-place	Monday	8½ P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
Medical	Bolt-court, Fleet-street	Monday	8 P.M.
Medical and Chirurgical	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Zoological	11, Hanover-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Geological	Somerset-house	Friday	8½ P.M.
Royal	Somerset-house	Thursday	4 P.M.
Antiquaries	Somerset-house	Thursday	8½ P.M.
Royal Society Literature	4, St. Martin's-place	Thursday	4 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Philological	Lond. Lib., 12 St James's-sq.	Friday	8 P.M.
Royal Botanic	Inner Circle, Regent's-park	Saturday	3½ P.M.
Westminster Medical	27 A, Sackville-street	Saturday	8 P.M.

ROYAL COLLEGE OF CHEMISTRY.

A special general meeting of the founders of this college was held at the institution, Hanover-square, on Thursday last, for the purpose of receiving a code of laws, to be presented by the council. The chair was occupied by E. B. Cabbell, Esq., M. P.; and amongst the members present were Viscount Newry, M. P., Capt. Rushout, M.P., William Beckett, Esq., M.P., Sir James Clarke, Bart., Dr. Holland, Dr. Daniels, &c. &c. The proposed constitution and laws of the college were read by Mr. Johnson, the secretary. The college, as our readers are aware, was instituted for the purpose of affording adequate opportunities for instruction in practical chemistry at a moderate expense; and for promoting the general advancement of chemical science, and its application to agriculture, manufactures, and the useful arts, by means of a well-appointed laboratory of research. The laws, as proposed, were then agreed to; the only rule which gave rise to much discussion being that which admitted every donor of 100*l.* to a seat among the 36 members of the council. This question having been decided in the affirmative, and thanks voted to the chairman and the council for their services, the meeting separated.

INSTITUTION OF CIVIL ENGINEERS.

February 16.—Sir John Rennie (President) in the chair.

The paper read was a continuation of that which was brought forward at the last meeting by Mr. G. B. W. Jackson, Assoc. Inst. C.E. It gave an "Account of the mode of gaining land from the sea by polders, and the art of building with fascine work as practised in Holland and Germany."

The paper commenced by reference to the works of Mela, Welbeking, Sganzia, Caland, Hyde Clarke, and others, as having given the best known accounts of Dutch water constructions and the situations of these labours. It then described the "polders" as being tracts of land recovered from the sea by the construction of a belt of dykes, gradually raised to above the water level, and then pumped dry, by which means they were still rendered habitable, the level of many of the more ancient being beneath that of the sea. When thus reclaimed, they form the finest land, and produce for many years immense crops, almost without the application of manure. The usual construction of these dykes was described to be by sinking successive layers or beds of fascines or faggots of almost 30 in. thick, by from 8 to 16 yards in width, and of proportionate length, weighted with gravel and stones, mingled with clay, sea-weed, and silt. These layers were continued until they reached above the sea level, when the top was constructed of more solid materials, and sometimes capped with a flooring of brick-work, as the public roads were formed upon them. The difficulties of the usual construction of the larger and of the smaller dykes of various forms and heights were fully described, particularly entering into the details of the dimensions and quantities of the materials employed, and the precautions to be taken for the delicate operation of closing the last portion of each dyke, which, unless skilfully conducted in proper weather, frequently hazards the safety of the whole work.

The different kinds of lock-gates and sluices used for facilitating the outflow of the land waters, and preventing the ingress of the sea, were fully described, and drew from several members accounts of balance and other gates of peculiar construction used in Holland and elsewhere. The original kind appear to have been the self-acting balance gates of unequal surface, so placed upon pivots that, on the rising of the tide, they closed, and remained so, until, on the receding of the tide, the weight of the accumulated land waters forced them open. Recently, machinery has been employed for opening and shutting these gates, and the ordinary lock-gates have generally been adopted, and it was found that they were frequently prevented from shutting by some floating matter getting between the mitre posts, and great leakage ensued. The general details were then given of the methods adopted for the subsequent drainage of the polder lands, the separation of the springs, the upland and lowland waters, and the methods of conducting them out to sea. The slopes of the faces of the dykes vary considerably. Some of the low dykes are in section of the form of an arc of a circle of 6 to 10 ft. cord, and 10 in. to 1 ft. versed sine, covered with fascine matting staked down upon a clay bed. Others have a base of 19 ft. wide and 5 ft. high, of a triangular section, also made of fascines and stakes, secured by hurdles and wattling, with clay, peat, sea shells, and sand, well rammed in, and then covered with turf. Others are formed of rows of piles 16 ft. long, with their heads 6 or 7 ft. above the shore, joined longitudinally and laterally by wailing timber, filled in and around with fascine beds, and weighted with stone. Baskets filled with sand are also used in certain situations, as well as various modifications of all these kinds of protections. It was stated that these constructions were found to succeed better, and last as long as stone, being at the same time about half the cost; and in the discussion which ensued, this statement was confirmed even for some parts of England, where stone was not expensive.

Our limits will not permit a more extended notice of this excellent paper, of which it was justly said by one of the speakers that "it is the first detailed account in the English language of some of the most interesting hydraulic works of Holland." We must also adjourn until next week any notice of the discussion which ensued, and which, it was announced, would be continued at the meeting of Tuesday, Feb. 23, when a paper will be read "On the Ventilation of Mines," by Joshua Richardson, Memb. Inst. C.E.

SOCIETY OF ARTS.

At a meeting of the society, on Wednesday evening—Thomas Webster, Esq., M.A., in the chair—a communication, illustrated by numerous specimens, was made by M. Claudé, on the art of photography.—Subsequently, the first portion of an interesting paper was read by Mr. Jordan, on the art of mechanical carving. In illustration of the subject, many specimens of surprising beauty in design and skill in workmanship were exhibited to the meeting. Mr. Jordan proceeded to describe the structure, as well as the working of this machine; and, from what we could collect, both seem to be of a much more simple character than the elaborate tracery of the carving would lead one to suspect. The process of executing a screen, exhibited amongst other specimens, which displayed a complex design in its fine and perforated tracery, was completed in the rough, we were surprised to hear, in the short space of four days; under manual labour the same could not have been achieved under 12 months at the least. This saving in time necessarily produces a corresponding saving in money; and if architects have hitherto been unable to make any use of oak carvings for the interior embellishments of ecclesiastical and other public buildings, this newly invented machine will now place such means of decoration fully within their reach. This design, as above stated, comes from the machine with a rough surface, and, therefore, requires the finishing polish of the skilful workmen, before it can be applied to its intended use. It then exhibits such wonderful delicacies to surpass the finest examples of oak carving we have ever seen. Among the designs particularly worthy of notice were a beautiful pendant raceme of the hop with its leaves, flowers, and tendrils, worked out with singular fidelity. An elaborately carved double lectern was also a remarkable example of gothic carving, and quite unexceptionable. Numerous other objects were exposed for view, showing the ready application of the machine to all the various purposes of figure and other carving.—The subject will be resumed at a future meeting.

Law Intelligence.

RAILWAY TURN-TABLES—INFRINGEMENT OF PATENT.

COURT OF COMMON PLEAS—FEB. 13.

Ellis v. Ormerod.—We gave, in last Journal, a notice of the first day's proceedings, in which the plaintiff's case was stated; Mr. Baines now addressed the jury for the defendant; and, like Sir Fitzroy Kelly, he referred to several well-constructed models, and showed that he had attentively considered the subject. He contended, first, that there was little or nothing new in Mr. Ellis's table; and, if there were, that Dunn's table differed from it so essentially, that it could not be fairly considered an infringement of the plaintiff's patent. To establish his points he referred to the table of Smeaton; to the old tables used in the collieries in the north of England; to the Swindon table, on the Great Western Railway, made in 1842; to another table, near the same place, on the Birmingand Gloucester line; to another made at Haigh's foundry, with cams; and he produced a model of Fairbank's weighing-machine, the invention of an American, and brought to this country in 1842; and in the whole of these the principle he contended, was a platform resting on a solid basis, like that of Mr. Ellis. In 1842, the Manchester and Leeds Railway Company had called for tenders for a turn-table, and among the persons who sent in proposals was Mr. Ellis, though he was not a successful competitor, a proposal sent in by the Haigh foundry having been preferred. Mr. Ellis's patent was dated June, 1843; he founded it on the stability given to it by supports at points on the outer circle of the machine; but as he (Mr. Baines) had shown equal steadiness had been obtained long before by means so similar, that the slight variation could not be termed a new principle, and scarcely a new method. He specified for doing away with friction rollers; they had been done away with long previously at Cheldon, at Swindon, at the Haigh Foundry, and by Fairbank's machine. If a solid bearing was essential, that had been obtained years before. If he relied on a circular ring there was no infringement, for Dunn's table had no circular ring. With respect to the defendant's table, he must say a few words. It was first put down on the Manchester and Leeds line in 1845. The model of it was before him. Where was the infringement charged to be found? It differed materially as the jury would see at a glance. Ellis's table consisted of one plate all over the top. That of the defendant's was not so; it consisted of a plate, hollow in the centre—a most important feature. Another equally important feature was that the central base was formed of the permanent way of the railroad and portions of the permanent rail. This gave strength and safety, and stability likewise; for there was no shock, no deflection, less wear and tear, and a smaller original cost. There were here all the advantages of a turn-table, combined with scarcely any disturbance of the permanent way. It turned with perfect ease, and was steady withal. The wedges and the rollers were like those of the Swindon table. The train passed with as much facility as over any point of the line. If a carriage or an engine had to be turned, the end was accomplished without trouble or delay. He verily believed that the utility of this machine was the great objection to it on the part of the plaintiff. When he added that its durability was greater than Ellis's, that there was less trouble, less metal, less weight, a less price, and greater durability, it would be seen on which side lay the advantage. And to say that it was an imitation was most absurd, for in all material points it differed.

Mr. B. Woodcroft, engineer, at Manchester, and patentee of several machines of his own invention, had paid attention to turn-tables. The curb in Ellis's table is to be found in Smeaton's. In the defendant's invention, the central part is a portion of the permanent way, and the table itself is a hollow ring. This is more easily managed than the entire iron table of the plaintiff, and is safer by reason of the permanent way left in the centre. By adding wedges to Smeaton's table, perfect steadiness may be obtained, which steadiness is the point of what is termed the plaintiff's invention. Witness went to Swindon, on the Great Western Railway, in June, 1846, and spent three days in examining the table there. The diameter of that table is 18 ft. It is perfectly steady when the trains pass over it. It is worked by cams and friction rollers, the former moved by means of a lever. There is another table on the Gloucester line to Swindon, the diameter of which is 18 ft., the marginal support being given by wedges (similar to that of the defendant's) instead of by cams, and a degree of steadiness obtained equal to that of the plaintiff's, or any other table. Witness had inspected the Chelford table, on the Birmingham and Gloucester Railway. The outer circle of it is a cast-iron curb. The rails on it project 8 in. over the table, and give it steadiness when the carriages come upon it. It is turned on a pivot and friction rollers, the table being raised. Fairbank's weighing-machine has been in use in this country some years. The only essential difference between that and a railway turn-table is that the former is square, and the latter round. The principle of it is a stationary bearing on a series of levers, supported at the four angles. He considered defendant's table superior to the plaintiff's.

Cross-examined by Sir F. Kelly: Witness said a six-wheeled engine or carriage could not be turned upon the defendant's table. Mr. Dunn had made tables without the permanent way in the centre.

It was now one o'clock, and the jury left the box to take refreshments, and Mr. Justice Erle good-naturedly intimated that the inquiry had reached a stage which rendered an amicable arrangement desirable for both parties, which hint was not thrown away, as learned counsel were soon seen in solemn consultation with clients, and it was understood that some of the principal persons concerned on each side met in the counsel's room. In about half an hour,

Sir F. Kelly rose, and said, that the suggestion thrown out by his lordship had had the desired effect. The parties had conferred in the best spirit, and had come to an arrangement, the result of which was that a verdict would be taken for the plaintiff on all the issues but one—and that one establishing the fact, that the defendant's invention was not an infringement of the patent of the plaintiff, and that their patent should be allowed to continue unquestioned; each party paying their own costs. He concurred in this arrangement—because, after what had been shown by his learned friend who led on the other side, it was impossible not to see that, valuable as was the plaintiff's machine, the defendant's also could lay claim to merits entirely its own.

Mr. Baines said he approved of the arrangement, because he considered it best for all parties, and begged to say, on the part of the defendants, that they were very far from wishing to infringe upon Mr. Ellis's patent; and cheerfully admitted that his table had much to recommend it; and as to their own, he (Mr. Baines) thought that it deserved all that had been said in its favour.

Mr. Justice Erle said, that the evidence given, and the models produced, fully made out the plaintiff's claim to a most valuable invention; and, it was his opinion, that nothing that had been advanced impeached his patent in the slightest degree. That patent was good, and he felt that it ought to be sustained. On the other hand, if he had had to sum up to the jury, he should have had great difficulty to bring his mind to the conclusion that the defendants had infringed it; for it must be obvious to every one that their invention contained many good points, and that it would not be a wise course to deprive the public of the advantage which these points involved.

The verdict was then recorded as agreed upon. Both parties to pay their own costs.

Sir F. Kelly: It is understood that the plaintiff's patent is in no degree impeached.

Mr. Justice Erle: The plaintiff's patent is a proper one, and very clearly proved.

TING-TANG CONSOLS MINING COMPANY.

COURT OF EXCHEQUER, FEB. 16.

Vivian v. Mowatt.—This was an action brought to recover the sum of 95*l.* 16*s.* from the defendant, as an adventurer in the Ting-Tang Consols Mine, in Cornwall, being the amount of the plaintiff's bill for certain ironware articles supplied to the said undertaking.

The case of the plaintiff rested mainly on the evidence of Mr. Turner, the Member for Truro, who stated that he had put down the defendant's name at his request, as a shareholder in respect of five 256ths in the mine in question, in October, 1844; and on the payment of 45*l.* by the defendant on account of three calls which had subsequently been made. Besides these facts, a certain book of the proceedings of the company, technically known in Cornwall as the cost-book, was received in evidence, subject to a motion for a nonsuit on the ground that it ought to be stamped as an agreement.

Sir F. Pollock directed the jury to find a verdict for the plaintiff for 95*l.* 16*s.*, subject to the opinion of the court as to the reception of the book, and the right of the plaintiff to sue the defendant on the authority of Vice v. Lady Anson, 7 B. and Co. 409, where it was held that such an interest affected "real estate," and could not be conveyed without a formal assignment.—The jury accordingly found for the plaintiff for 95*l.* 16*s.*

PATENT FUEL—CITY DUES.

COURT OF COMMON PLEAS—FEB. 19.

The Lord Mayor v. Parkinson.—This was an action brought by the Lord Mayor of the city of London, on behalf of the Corporation, against the defendants, manufacturers of patent fuel, at Newcastle-upon-Tyne, for the infringement of the Act of Parliament in importing fuel into the port of London without paying the usual duty imposed on coal. The real question raised by the action was, whether or no the patent fuel was coal within the meaning of the statute, and, therefore, liable to the duty.

Mr. Sergeant Channell opened the case, stating that the action had been brought to protect the revenue of the City, which had been infringed by the defendants in importing their patent fuel into the port without paying the usual duty. The plaintiff maintained that the fuel was coal, imported in its present form in order to evade the Act of Parliament, and the present action was brought to try the question.

Evidence was then taken to prove the chemical character of the fuel.

Prof. Brande deposed to having analysed the patent fuel, and found that 1000 parts contained 927 parts of coal, and 73 parts coal-pitch or tar, to make the former cohere—the coal did not seem to have undergone any change, but was in its natural state.

Messrs. Cooper and Jackson corroborated this evidence. The former stated that, in several samples he had examined, the coal was in the proportion of 900 to 940 to the 1000 parts; and while some portions were well mixed and compact, others were very friable.

Mr. Coles Child gave evidence to the effect, that he did not recognise practically any difference between the patent fuel and ordinary coal.—This was the case for the plaintiff.

Mr. Martin addressed the jury briefly, to the effect, that he would prove that the materials of the patent fuel were in their unmixed state almost useless, and that their value depended altogether on the manufacturing process they were submitted to. The materials were made to undergo several preparatory processes, and then introduced into a retort, where they were heated to a red heat, well mixed together by a revolving screw; and when the fusion was complete, the matter was run out, and formed into the brick-like pieces in which it was found when sent into the market for sale.

James Gordon said, he was the manager of Messrs. Parkinson and Co.'s manufactory, at Newcastle, and superintended the practical operations of the patent fuel. It was made up of very small coal—the result of the second screening. It could not be used for domestic or steam purposes, and cost in that state about 3*s.* a ton. It was then mixed with pitch, and a little lime, which had been prepared for the union; and the whole was submitted to the action of high heat in a retort, until all the materials were well mixed; it was then run into moulds, and allowed to cool. (The witness here described the process in detail by the aid of plans.) The apparatus had cost nearly 40,000*l.* The fuel was an article in extensive demand, and sent all over the world. Its price was about 20*s.* in London, and 1½ tons of it occupied about the same room as a ton of ordinary coal.

Mr. Wallace, superintendent of the Gravesend Diamond Steam-boat Company, deposed, that for the last year they had used the patent fuel, and found it much superior to the ordinary Newcastle coal. It did not yield so much smoke, or block up the flues. It also produced steam quicker. He did not think the coal-dust, of which the patent fuel was made, would be of use in steam-boats. They could neither get heat nor steam from it.

John Napier, engineer, stated that he had also used the fuel for steam-vessels, and found similar benefits to those stated by the previous witness.—This was the case for the defence.

At the suggestion of his Lordship, it was arranged that a verdict should be found for the plaintiff, subject to be turned into a special case for the consideration and decision of the court above.—A verdict, subject to this arrangement, was then given.

Laudable Conduct of an Ironmaster.—A few days since, Mr. Boydell, the managing partner of the Oak Farm Iron-works, Kingswinford, made a suggestion to the numerous hands employed in his extensive works, numbering upwards of 2000, to give a donation to their suffering fellow creatures in Ireland and Scotland of two hours' labour each week for three successive weeks. The proposition met with the prompt and cordial approval of every person in the works; and, as the case was urgent, Mr. Boydell kindly agreed at once to advance the estimated produce of the six hours' labour each man, and which was found to amount to nearly 200*l.*—a sum which will be forthwith forwarded to Ireland and Scotland.—*Wolverhampton Chronicle.*

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—In the 23 fm. level, west of flat-rod shaft, the end is at present in a slide; I have stopped the end from driving west, and put them to cut in south, where they have a lode, intermixed with ore, but so irregular, that I am unable to report its value—I should say, very little under half a ton per fm. In the 18 fm. level end, west of flat-rod shaft, we have taken down the lode to the end, and find it worth about 30*l.* per fm.; the bottom of this level we are not able to report upon, as a slide has cut off the lode; a rise, in the back of this level, 4 fms. behind the end, is worth about 20*l.* per fm. In the 12 fm. level end the lode, although not altogether so rich for ore, is, I consider, presenting a more favourable appearance; its present value is about from 12*l.* to 16*l.* per fm.; there has not been much done in the rise behind this end since my last, as it is now working on tribute; the men have been lengthening on it. There is no change in any other part of the mine, except in the 28 fm. level cross-cut, south of flat-rod shaft; in this we have the ground much harder and very wet—we consider these favourable symptoms for the lode. We have engaged the *Unity*, of Jersey, to take 60 tons of silver-lead ore to the ticketing, which will be shipped by Tuesday next.—T. Angove: Feb. 11.

BEDFORD UNITED.—At Wheal Marquis, the lode in the 80 fm. level east is 2½ ft. wide, and worth 16*l.* per fm. In the 70 fm. level east, the lode is still 3 ft. wide, saving work. There has been no lode taken down in the 58 fm. level east in the past week. At Wheal Tavistock, the lode in the 47 fm. level west is 18 in. wide, spar, mundic, and ore; and in the winze, in this level east, the lode is about 2 ft. wide, producing good stones of ore. There has been no lode taken down in the 35 fm. level east. The south engine-shaft is 25 fms. 2 ft. under the surface lode, 3½ ft. wide, producing good stones of ore, a very kindly lode indeed. The lode in the adit level east is 2½ ft. wide, carrying a leader on the north wall, 8 in. wide, good work—altogether a very promising lode.—J. Phillips: Feb. 16.

COOK'S KITCHEN.—In Chapple's lode we have finished cutting the plat in the 180 fm. level, under which we have commenced sinking the engine-shaft, where the lode is large; the 180 fm. level west is obliged to be suspended for the month, in consequence of its being almost full of stuff, which we cannot draw away at present. We have commenced driving the 170 and 180 fm. levels east, for the purpose of getting them in communication with the new east shaft, which, when effected, will enable us to discharge a much larger quantity of stuff than we can at present. The 160 fm. level west, on the south part of Chapple's lode, has been communicated to some of our pitches in that part of the mine, which we have thus thrown open, and rendered more convenient for working. The winze, sinking under the 148 fm. level west, is still in the fleokan part of the lode, which yields a small quantity of tin; the lode in the 148 fm. level east is worth from 8*l.* to 10*l.* per fm.; we expect to communicate this level with new east shaft some time in this week. New east shaft is down to the 148 fm. level; and as soon as this level is communicated with it, we shall again commence sinking. In the 92 fm. level west, on Eudy's lode, there is little alteration since last reported. In the 80 fm. level east, on North Tincroft lode, we are still poor. Our last sale of tin for three weeks was 21 tons, and for some time to come we shall return about 30 tons per month; but as soon as we are able to communicate new east shaft to the 170 and 180 fm. levels east, which will most probably take about eight months, we shall be enabled to discharge a larger quantity of stuff than we can at present, and shall, most probably, increase our sales from 6 to 8 tons per month. In the meantime, we shall push on the 180 fm. level west to the little cross-course, and on it south to Dunkin's lode, which will also have a tendency to increase our returns of tin, and of making discoveries of copper.—J. Vivian: Feb. 15.

CUBERT SILVER-LEAD.—I hope in a few days the sumpmen will have cut sufficient ground for bearers and cistern, so as to begin fixing the same, and altering the pit-work. The lode in the 25 fm. level going east is 3 ft. wide, producing some good saving work. The lode in the 15 fm. level west is about 18 in. wide, yielding stones of lead, mixed in a great deal of mundic; in the same level east, there is still a large fine looking gossan, and a rich leader of lead from 3 in. to 4 in. wide, on the north lode. The tributers are all working well, but I see nothing particular in their pitches to report on. We sampled yesterday our two months' ore, computed 80 tons 21 cwts.—R. Rowe.: Feb. 12.

DEVON AND COURTENAY.—The engine-shaft is getting harder, and I am afraid that it will take three weeks longer time in getting down the 30 fms., and to cut the lode at that depth, than I stated in my former report. There is very little alteration in the appearance, in any other of the workings, since my last. I am now returned from the Bowden Hill sale—some things went dear, and some reasonable; I gave 7*s.* 9*d.* for pumps, and 9*s.* 3*d.* for working barrel, door piece, and windbore—the pumps are light, about 8½ cwts. each.—J. Jobe: February 16.

EAST CROWNDALE.—In the past week we have increased the number of men in our engine-shaft from 9 to 12 men, and have sunk 5 ft.—the ground is at present favourable for sinking; and, if it continues so, we shall in future sink with greater speed; in sinking to cut this lead lode, the ground is much improved, and I hope next week to be able to give you some information respecting the lode at Rix Hill. We have not done much the past week, having taken these men to increase the number of hands in the engine-shaft.—S. Paull: Feb. 13.

EAST TAMAR CONSOLS.—At Whitson, we have driven the cross-cut in the 60 fm. level 10 ft., the ground is hard for driving; I expect to cut the lode the latter part of this week. The lode in the 54 fm. level north is 15 in. wide, spar and silver-lead ore; the lode in the 54 fm. level south is 18 in. wide, fluor-spar and silver-lead ore—a very kindly lode. The 46 fm. level is suspended for a few days, as we are within 5 fms. of the old workings made in the bottom of the 31 fm. level; I have put the men to draw out the water to prevent any danger, which I hope will be completed this week. At Furzehill, we have commenced driving in the 46 fm. level, and driven 5 ft. north, and 6 ft. south; the lode is 2 ft. wide, good saving work. In the 38 fm. level north the lode is 18 in. wide, work of a coarse quality; in the 38 fm. level south the lode is 2 ft. wide, fluor-spar and silver-lead ore. Our stamps are working well with 12 heads, and we expect to put 12 heads more to work to-day. Our crusher, I expect, will be in course of crushing by the latter part of next week.—B. Robins: February 16.

GREAT MICHELL CONSOLS.—The winze in the bottom of the 22 fm. level, east of the engine-shaft is suspended, the water having increased so as not to be kept under control—the lode in which is composed of mundic, spar, and stones of ore; in the winze, sinking west of the engine-shaft, the lode has improved during the last week—there has been broken therefrom a little saving work. In the engine-shaft, now 7 fms. 3 ft. 6 in. below the 22 fm. level, the lode continues to produce rocks of ore, intermixed with fluor-spar and mundic, a very promising lode.—T. Richards: Feb. 16.

GREAT WHEAL MARTHA.—The ground continues favourable in the new engine-shaft, the depth of which is 38 fms. below the deep adit level. The lode in the end, driving west from Sherrall's Bottoms, is still in unsettled ground; it has, however, a strong mineralised appearance, with spots of yellow copper and tin ores, associated with peroxide of iron—the indications are favourable to produce tin.—J. Prince; T. Penaluna: Feb. 18.

GUNNIS LAKE.—At Chilsworthy, Bailey's engine-shaft is 5 fms. 1 ft. 2 in. under the 12 fm. level; the lode is about 3 ft. wide, chiefly gossan and spar, with stones of ore in places. The lode in the 12 fm. level west, is 2 ft. wide, producing stones of ore, a very kindly lode; in this level east, we have cut through the cross-course, and commenced driving south in pursuit of the lode.—William Richards: Feb. 16.

GWINEAR CONSOLS.—We have cut through Haywood lode, which proved to be 12 ft. wide, composed of gossan, spar, mundic, and orey throughout; but as two to three months will be required to sink a new shaft, little can be done previously; the air is very bad, owing to the length of the cross-cut from Rosvarne lode.

HANSON.—In the 32 fm. level, east of engine-shaft, on Stainsby's lode, the lode is 1 ft. wide, with some stones of ore; the lode is more kindly, containing a great deal of mundic. The back of the 22 fm. level, east of engine-shaft, on Stainsby's lode, is producing about 1 ton of ore to the fathom. We have cut the lead lode about 160 fms. to the east of the engine—it is poor; we have seen one small spot of copper ore, but not a speck of lead as yet; near the surface the lode is from 20 in. to 2 ft. wide; we have sunk one pit on it about 5 fms. in depth—it looks as well going down.—Z. Williams: Feb. 15.

HAWKMOOR.—The lode in the 15 fm. level east continues large, 18 in. of which is saving work.—P. Richards: Feb. 16.

HOLMBUSH.—The diagonal shaft is sunk 6 ft. below the 120 fm. level, the ground in which is favourable, and the branches much the same as last reported on; the lode in the 120 fm. level, west of the great cross-course, is again disordered, and we fear it will continue so to be until it is extended west of the winze, sinking below the 110 fm. level; the lode in the stopes, in the back of the 120 fm. level, is 20 in. wide, and worth 40*l.* per fm. We have communicated the rise above the 110 to the bottoms sunk below the 100 fm. level, and have since resumed driving the 110 fm. level, west on the copper lode; the lode in the 110 fm. level south is 3 ft. wide, composed of flookan, spar, prian, and stones of lead; the lode in the winze, sinking below the 110 fm. level, is in the same disordered state as the lode in the level below it; this winze is sunk 9 fms. 4 ft. below the 110, and the 120 fm. level is from 3 to 4 fms. to the east of the winze. The lode in the 100 fm. level south is 2 ft. wide, composed of soft spar, prian, and occasionally stones of lead. The lode in the 90 fm. level south is 20 in. wide, composed of spar, flookan, and spots of lead.—W. Lean: Feb. 16.

ILAM.—I have, in company with Captain Sprague, inspected the Ilam Mine, and been underground in the new shaft, as also in Robin's shaft. The lode in the new shaft, and in the end east, is looking very promising, with good deposits of copper ore in places, and in the end north of Robin's lode. As re-

gards the report in the *Mining Journal*, of a discovery made in this end. I consider that it is looking much better than expressed in that report—the lode contains copper from top to bottom of the end. As to the lead lode in the cavern, which has a very promising appearance for lead at the present time—indeed, take all the points, I consider the mine will warrant the expectations of the adventurers.—PHILIP SPENCER: Feb. 16.

KIRKCUDBRIGHTSHIRE.—I regret to state, that, since my last, a succession of frost has created further delay, both in discharging stuff and in our dressing works—consequently, we have made but little progress in sinking Stewart's shaft; we have, however, cleared the leats of ice, and are now drawing stuff splendidly. The lode in the end west, in the 30 fm. level, is beyond 4 ft. wide, producing half a ton of lead per fm.; the lode in the end east, in the same level, is 4 ft. wide, with two regular walls, containing a small mixture of lead; the stopes, in the roof of this (30 fm. level) looks well, producing about 2 tons per fm. The lode in the end east, in the 20 fm. level, is 3 ft. wide, composed of spar, prian, mundic, and spots of copper, which may be considered a very kindly lode, and indicative of an approach to lead; the stopes, in the east end of the winze, is producing three-quarters of a ton per fm.; the stopes, in the roof of the 20 fm. level, are poor; the same will apply to the adit end east.—JOSEPH BUZZO: Feb. 13.

LEWIS.—The 60 fm. level, east of Nutt engine-shaft, is, during the last week, improved very much in quality, as well as in appearance, getting into just the same strata as we have in the 50 fm. level, worth 6*l.* per fm. for tin, with every indication of a change for the better; we have now about 9 ft. more to drive, in order to get under the good tin which we have in the 50 fm. level; the lode in the 50 fm. level west is 2 ft. wide, yielding some tin, and very kindly. The lode in the 50 fm. level east is 18 in. wide, producing some tin, and promising; the lode in the 50 fm. level and west, on south branch (or new lode), is 1 ft. wide, worth 6*l.* per fm. for tin. The lode in the 40 fm. level end east is 2 ft. wide, worth 7*l.* per fm. for tin; the lode in the winze, sinking under the 40 fm. level, is 6 in. wide, worth 3*l.* per fm. for tin; the lode in the 40 fm. level end west, on Scadden's branch, is 10 in. wide, producing occasional stones of good quality yellow copper ore, and very promising. The lode in the 30 fm. level end east is 2 ft. wide, worth 5*l.* per fm. for tin. All our tributers are working with spirit, and making fair wages at their different tributes.—S. S. NOALL: Feb. 13.

LOSTWITHIEL CONSOLS.—The operations in the south hill prove of great importance—indeed, the lode last reported to as discovered, being worth an engine and engine cost, for its own sake—not to advert to the other points, which have been noted in my previous reports; this, I would observe, affords at least a speculative, or what we may call a "mining," certainty of goodly quantities of ore at a moderate depth. There can be no doubt as to two, if not three, extensive lodes not far a-head.—J. OFFORD.

LLANGYNFELIN.—I have much pleasure in handing you my report of your property after my visit. I occupied one day in making arrangements for the supply of materials, examining surface operations, and giving directions for the effectually returning the ores at surface, and a second in minutely observing the prospects and work done underground. There are many minutiæ which it will be unnecessary for me to trouble you with, in regard to such arrangements; I am, however, happy in being able to state, that your agents, Capt. W. Francis and Treweek, have done all in their power to render the arrangements worthy of the spirited outlay which has been made, and which the good prospects of the mine fully justify; and there is a principle of economy which does them great credit. At surface, there is a smith's and carpenter's shop, with a small part of the latter divided off, for the accommodation of the agent keeping the accounts of the mine, and changing clothes, &c.; a house for small stores, &c.; an excellent engine, of 36-in. diameter cylinder, working steady, with a very small consumption of coal for the duty it is doing, which, by working flat-rods, is keeping the water from the engine-shaft, grinding the ore, and arranged with and for working 16 stamp heads, and also intended to work flat-rods to Fearon's shaft, which is now driven 7 fms. Carpenters are now employed in placing the framework for stamps and flat-rods, alluded to, to Fearon's shaft. A large reservoir is made for the supply, and condensing water, and conduits for the water for the dressing floors, with good arrangements for pumping the water back for these purposes. At the dressing floors, there are now 16 persons engaged in preparing the ore for market; and the burdles, tyes, jiggins, hutches, &c., well placed for returning the ores at surface, and capable of extension, as the produce of the mine justify. An ore house is now building, with an inclosed room at one end, for the security of the ore, dressing implements, and convenience of the chief ore dresser. I calculate that the ore now at surface will yield from, when dressed, 160 to 170 tons, which is being returned as fast as the arrangements will allow of; and I calculate such ore will fetch between 11*l.* and 12*l.* per ton, or about 2000*l.* in value. In the south part of this sett (in Capt. Jones's land), I have arranged to bring up an adit from the south, which will intersect three lodes of great promise, only partially worked upon by the ancients—on the northernmost of which a shaft has been sunk, producing excellent ore, and in which there is now a good branch of ore; and, by driving on crosswise from this lode, there will eventually be a communication for ventilation, and working the lodes in the more northerly sides. Fearon's shaft is so placed as to command the middle and south lodes, and from which good ore has been risen, until the water was too powerful, but which, as before said, will be kept by the flat-rods now erecting for working from the engine. The chief operations of the Llancynfelin Mines have, however, as yet been confined to a lode between that before alluded to, and all the ore broken at and above an 8 fm. level, in addition to what has been extracted in former times; there are three winzes sunk upon the lode to an 18 fm. level—one, east, communicating with the ore ground, in the 8 fm. level, at the bottom of which they are now stoping good ore ground, and two further west—all of which will be available in dividing the ground for future operations. The winze furthermost west was commenced by myself in a former visit, to be sunk in order to communicate with the main engine-shaft, which is placed to take the lode at about 60 fms. in depth. In the 18 fm. level a cross-cut is now driving from and to the shaft by 12 men; and, when communicated, which may take six to eight weeks, the ore ground at and above this level, will be taken away at a less expense; and, by sinking the shaft, the mine will be in a more extensive course of working. In conclusion, I am happy to say, that, taking into account the extent of the ground opened, the mineral character of the lode, and the perfect state in which you will in two months have all the machinery, I think the prospects are very great of having a profitable mine. Some specimens, casually broken from the 18 fm. level, gave soft lead 15 cwts. 2 qrs. 7 lbs. in the ton of 20 cwts., and 9 ozs. of silver.—P. N. JOHNSON.

MENDIP HILLS.—Stainsby's shaft is sunk 14 fms. 5 ft. below the 38 fm. level; at this point the lode continues about 2 ft. 6 in. wide, principally composed of quartz and iron, with a little flookan, ground hard for sinking; the 38 fm. level is extended south of shaft about 14 fms., where we have a very large lode, composed of soft spar, spots of lead, and flookan, with large rocks of limestone intermixed; we are at present driving the end on the foot wall part of the lode, which is very regular in its course, ground favourable for driving. In the sieve department but little has been doing during the past week, in consequence of the severity of the weather; however, it is more favourable to-day; I hope to get on as usual. We are still opening some good slags, but not so thick as we have had it. It might not be amiss my stating, we must not expect to find the slags regular; we shall, undoubtedly, sometimes find it in great quantity, and at other times not so much. The samples taken from this place, and forwarded to London for assay (mentioned in a former report) contain 5 cwts. 2 qrs. of lead per 20 cwts. of slags.—F. C. HARFUR: Feb. 15.

NORTH WHEAL ABRAHAM.—The shallow adit level, on James's, or the south lode, is driven 13 fms. west from Champion's shaft—has opened ore ground for 8 fms. in length, which will be taken away at 6s. 8d. in 20s.; the present end is suspended in consequence of the shallow depth—the lode being principally gossan; the deep adit is now cleared, and the level being extended west of the same shaft, the lode in the present end is exceedingly promising, worth 8*l.* per fm. for copper ore, leaving good back and bottom—expense of driving, 30s. per fm. Evans's shaft is suspended, in consequence of surface water, until the deep level is driven sufficiently west to drain it; at the same level we have extended a cross-cut, and intersected Waters's, or the north lode—it is a foot wide, composed of gossan, mundic, and spots of copper ore, having every indications of improving in depth—its underlay is about a foot per fm.; in the south, upon the middle lode, nothing further has been done; but we intend driving a cross-cut from either the north or south lode, for the purpose of proving it at the deep adit. We intend sampling the 23d March, when we shall have 20 tons of ore, worth 7*l.* per ton. We are convinced, from the flookan east and west, the close texture of the ground north and south, and the underlay of the lodes, that this mine can be worked to any depth, without being effected by any water from the neighbouring mines.—W. BLUETT: Feb. 17.—[We have seen some excellent stones of ore from the shallow adit, from whence they have risen about 20 tons: the deep adit is about 7 fms. deeper; and, from the appearance of the course of ore in the former, there is very little doubt of their making great returns, as they have now reached the ore in this adit. We congratulate the enterprising adventurers on this early important discovery; and they may reasonably calculate on a good and lasting mine, if we were to take into consideration its proximity to some of the oldest and richest mines in the county.]

SOUTH WHEAL TRELAWNEY.—Snell's engine-shaft is sunk 14 fms. from surface, the ground in which is a beautiful light blue killas, interspersed with prian heads, fluor-spar, and spots of rich yellow copper ore; within the last 6 ft. we have intersected two branches, 6 in. wide, of fluor-spar, mundic, and spots of copper; underlaying west, towards Sobey's lode, the strata appears to be mineralized in every part of the shaft, and the ground is favourable enough just now. There was a sinking hole shot in the shaft this day, which broke 45 horse-whim kibbles full, so you may judge accordingly; the shaft appears to be moderate on the whole, considering the depth and locality—we shall, therefore, lose no time in sinking it as fast as possible, and as deep as we can, previous to setting the engine to work. Sobey's lode, in the adit level south, is 2 ft. wide, composed of gossan, mundic, prian, flookan, and occasionally spots of lead; the ground is not so favourable for driving as we have oftentimes seen it.—W. LEAN: Feb. 13.

SOUTH TAMAR UNITED.—Part of the engine is brought at the quay, the bob, cylinder, and different parts, so that the engineers may commence heaving in. The men in the adit are getting on very well in clearing the level, and taking up the water.—B. ROBINS: Feb. 16.

TAMAR SILVER-LEAD.—In the 160 fm. level the lode is 1 ft. wide, composed of capel and ore; in the same level, north of the shaft, the lode is 9 in. wide, composed of flookan and ore, a very promising end. In the 145 fm. level the lode is 2 ft. wide, composed of capel, can, and ore; in the same level north the lode is 2 ft. wide, carrying rich leaders of ore. In the 135 fm. level south the lode is 3 ft. wide, composed of horn, spar, mundic, and ore. In the 125 fm. level the lode is 2½ ft. wide, producing rich work. In the rise, in the back part of 35 fm. level, the lode is 18 in. wide, producing good saving work. We sampled, on Thursday, the 4th inst., 104 tons 10 cwts. 2 qrs. of rich silver-lead ores. At the North Mine, the lode in the 70 fm. level is 3½ ft. wide, composed of capel and mundic, at present poor. In the 60 fm. level the lode is 2½ ft. wide, composed of capel and can, with strings of ore.—J. SPRAGUE.

TINCROFT.—We have done but little in the bottom level at our north mine since my last report. The lode in the 90 fm. level east is 20 in. wide, producing some good quality ore, and kindly; we are driving north from our 90 west, as by dialling we find we must have more lode in that direction; the north lode, in the 90 east, is 20 in. wide, orey throughout, and very promising. A winze in the bottom of the 80, beyond this end, is producing good quality ore; we are now driving north to cut this, the north lode, to the east of the cross-course; the 80 end east is producing saving work for tin, and very promising; the lode in the 80 west is 2½ ft. wide, worth 30*l.* per fm. We have just commenced sinking a winze below the 70, to come down on the 80 end, which is producing some ore. The 70 and 60 ends are producing some ore, and kindly. The 50 end has improved recently, now worth 10*l.* per fm.; we shall hole a winze on this end in a short time, which will enable us to raise more ore from the backs. Our tribute department, on the whole, is looking pretty well. Since my last report we have intersected a very promising lode, containing good stones of ore in the adit south from East Wheal Crofty; we expect soon to cut the lode on which we intend to drive towards new shaft. In the south mine, we continue to raise fair quality tinstuff from the 152, 142, 120, and 110 ends, and stopes below the 100 fm. level, and from the pitches at the different levels. Chapple's lode, in a winze below the 90, is still looking well; we expect to hole to a rise in the back of the 100, in a day or two, after which we shall be able to raise much more ore from this lode than we have hitherto done. We shall soon complete Wheal Providence adit to Wheal Providence lode, and be able to explore on that lode below the adit, where we expect to find some good ores.—WILLIAM PAUL: Feb. 15.

TRELEIGH CONSOLS.—At Christoe's shaft, below the 100 fm. level, sinking in the country; the rise, above the 100 east, was holed on Saturday morning; the 100, west of ditto, is driving south-west in the country. The winze, below the 90 east, is holed on the rise in the back of the 100 fm. level. At Garden's shaft, below the 90, sinking in the country, the ground is very hard; in the rise, above the 90 west, the lode is 20 in. wide, producing but little ore. In the winze, below the 80 west, the lode is 2 ft. wide, with a small quantity of ore; in the 80, east of ditto, the lode is 18 in. wide, worth 3*l.* per fm., and a very kindly lode. In the 70, west of ditto, the lode is 15 in. wide, more kindly than it has been, with stones of ore; in the 70, west of Good Fortune, the lode is 3 ft. wide, worth 8*l.* per fm. In Symons's shaft, below the 60, the lode is 4 ft. wide, producing good stones of ore. In the 44, west of ditto, the lode is 1 ft. wide, and but little ore. In the 20, west of ditto, the lode is 1 ft. wide, very promising, worth 5*l.* per fm.—W. SYMONS: Feb. 13.

UNITED HILLS.—In the 90, east of Williams's shaft, the lode is 4½ feet wide, worth 8*l.* per fm.; in the 90, west of ditto, the lode is 3 ft. wide, worth 20*l.* per fm.; in the stopes, back of the 90, west of Williams's shaft, the lode is 3 ft. wide, worth 40*l.* per fm. In the 80, east of Williams's shaft, the lode is 3 ft. wide, worth 18*l.* per fm.; in the 80, west of cross-cut, west of Williams's, the lode is 18 in. wide, worth 18*l.* per fm. In stoping the eastern shaft the lode is 4 ft. wide, worth 20*l.* per fm. In the 70, east of eastern shaft, the lode is 2½ ft. wide, worth 6*l.* per fm. In the shallow adit end east the lode is 3 ft. wide, worth 4*l.* per fm. At Wheal Charles, in the 50, east of Gibson's shaft, the lode is 2½ ft. wide, producing but little ore. In the 40, east of ditto, the lode is 2½ ft. wide, worth 8*l.* per fm.; in the winze under the 40, east of ditto, the lode is 6 ft. wide, worth 16*l.* per fm.; in the stopes back of the 40, east of ditto, the lode is 2½ ft. wide, worth 16*l.* per fm. At Wheal Sparrow, in the 40, west of Tonkin's winze, the lode is 18 in. wide, worth 5*l.* per fm.; in the 40, east of Turner's shaft, the lode is 18 in. wide, worth 4*l.* per fm. In the 30, west of Turner's shaft, the lode is 3½ ft. wide, worth 6*l.* per fm. In the adit end, west of Turner's shaft, the lode is 1 ft. wide, poor.—THOMAS TREVENEN; ROBERT WILLIAMS: Feb. 13.

VICTORIA TIN.—Since my last, we have recommenced sinking our engine-shaft—the ground being highly favourable for sinking. In bringing home our shallow level, to carry off the water from the shaft, we intersected No. 1 lode, showing very fine stones of tin—this I look upon as being highly encouraging. We are progressing very favourably, and the water-wheel is working admirably well; the pumps are on the mine to put us down to the 12 fm. level.—JAMES CHYNOWETH: Feb. 17.

WEST TOLGUS AND TRELOWETH.—We examined the lode at the adit level, and in several places found it large and very promising, with good stones of ore, somelead, and jack; without going into every particular respecting it, we consider that enough was seen at the adit to induce the adventurers to give the mine the trial she has had; but we regret to say that, although the 14 fm. level has been extended east and west of the engine-shaft 170 fms., and the 27 fm. level extended 110 fms. east and west of the said shaft, that nothing has been discovered so far worth noticing; indeed, we may say (with the exception of a short piece of ground in the back of the 15 fm. level east), that below the adit level, the lode has been uniformly poor; we cannot, therefore, recommend your continuing to work further on this lode—with exception of extending the 15 fm. level east, to get under some promising ground passed through in the adit. In the 27 fm. level, a cross-cut has been driven north 15 fms., in which a small lode has been intersected about 6 in. wide, composed of mundic, soft spar, and stones of copper ore—this lode is underlaying about 12 in. in 6 ft. north; to the north of the last-mentioned lode, another branch is just now being intersected about 3 in. or 4 in. wide, of the same character as the former—the strata about these lodes (or lode and branch) is quite congenial for mineral; we, therefore, recommend you to extend east and west on the first lode intersected in the cross-cut; and, as we are given to understand, that there is another lode about 30 fms. beyond the present cross-cut, we strongly recommend you to continue the said cross-cut till you intersect it; the ground is cheap to excavate, so that you may calculate on finding the lode beyond in two months; as you have a kindly piece of ground to the west of the present adit end, we think you would do well to continue your adit in that direction, especially, as by doing so, you will fall in with an elvan course, which very likely will have the effect of improving the lode.—W. PAUL; J. POPE: Feb. 2.—[The particulars of the meeting of adventurers, held on the 2d inst., appeared in the Journal of the 6th.]

WEST WHEAL JEWEL.—In the 115 fm. level, east of cross-cut, on Wheal Jewel lode, the lode is 20 in. wide, worth 4*l.* per fm. In the winze, in the bottom of the 100 fm. level, east of cross-cut, on the same lode, no lode taken down in the past week. In the winze in the bottom of the 85, west of cross-cut, on the same lode, we have got into the wall of the lode—we shall be able to report the size and value next week. In the 70 fm. level, west of Williams's cross-cut, on the same lode, the lode is 20 in. wide, worth 9*l.* per fm.—this lode has a more promising appearance than we have seen it before in this level. In the 12 fm. level, west of old sump shaft, on Tolcarne tin lode, the lode is heaved north by a cross-course—we have not cut it yet at the western side; ground favourable for driving; in the 12 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 2 ft. wide, worth 20*l.* per fm.; the winze, in the bottom of this level, is 3 ft. wide, worth 30*l.* per fm.; the stopes, in the back of this level, is worth 18*l.* per fm.; the winze, east of Quarry shaft, in the bottom of this level, on the same lode, is 18 in. wide, worth 12*l.* per fm.; in the adit end, west of Quarry shaft, on the same lode, the lode is 1 ft. wide, producing some good stones of ore.—R. JOHNS: Feb. 15.

WEST WHEAL MARIA.—The eastern engine-shaft is down about 31 fms.—the lode in this shaft is about 5 ft. wide, with spots of ore occasionally. At the western engine-shaft, the sumpmen are still employed cutting plat in the 54 fm. level, which we hope to complete by the middle of this week, when we shall resume sinking under this level for bearer and cistern; in this level east, no lode has been taken down in the past week; in the cross-cut south in this level, the ground is rather hard for driving.—T. RODDA: Feb. 16.

WHEAL ADAMS.—In the 60 fm. level, driving south of engine-shaft, the lode is 3 ft. wide in the elvan course—it is composed of mundic and jack, with little lead in it. In the 50 fm. level, driving south on the eastern lead lode, the lode is 2 ft. wide, worth about 5*l.* per fm.; in the 50 fm. level, driving south, on the western silver-lead lode, the lode is 8 ft. wide, worth about 12*l.* per fm. In the 40 fm. level, driving south on the western silver-lead lode, the lode is 3 ft. wide, worth about 5*l.* per fm. The 28 fm. level cross-cut, driving west to cut the copper lode, is still in the elvan—we have crossed some small branches of spar, with ore in it, very kindly indications. The tribute department is looking very much the same as last reported. The weather is now again a little favourable; we are again dressing away with all speed.—T. MOYLE.

WHEAL AGNES.—The lode in the levels is 2 ft. wide, producing good stones of silver-lead ore.—B. BOBINS: Feb. 16.

WHEAL ANDERTON.—The lode in the 50 fm. level is near 6 ft. big—a more kindly lode I never saw; the end driving west in the 50, is improving—and, indeed, all we can wish—altogether, the mine may be said to be equally as good, if not better than in previous reports.—J. CARPENTER: Feb. 18.

WHEAL BARBARA.—In the end east the ground is somewhat improved since last week; but, in the lode, I find no material alteration—it is still very large, producing a little lead, copper, and mundic; looks very promising for depth. In the ravine, the lode looks remarkably well, composed chiefly of lead and jack, with small portions of copper and mundic. I have suspended the driving of this end for the present, until it shall be determined where we shall sink below adit. *Jan. 30.*—The lode in the ravine adit end is at the bottom of the level, about 4 ft. 6 in. wide, with a leader very rich for ore about half the size. I intend, after the completion of the present stent (2 fms.) to direct a cross-cut south from that point to the intended new shaft. I have a pare of men who are to begin the shaft to-morrow, and which I expect will be complete to adit by this day week; the shaft will take the lode at 12 or 15 fms. under adit; but it is intended to cross-cut 10 fms.—at which point, from the very promising appearances at the adit level, I expect to find a course of ore which will not only add a great value to the mine, but will also, I rest assured, enable us to take sufficient to the market to pay for a steam-engine, and prosecute the mine in depth; a box of ore is sent off to you by this mail. *Feb. 9.*—In noticing the proceedings, I beg to say, there has nothing been done on the lode since my last; the cross-cut, from the ravine adit end, is driven about 10 ft. towards the new (or Williams's) shaft—I hope to complete it by this day week; Williams's shaft is sunk about 2 fms. from surface, which is at or near the back of the adit.—W. H. F. STEPHENS: Feb. 13.

WHEAL LOUISA.—We have cut through the lode in the 20 fm. level—being a very fine lode, from 6 to 7 ft. big, composed of quartz, prian, &c., interposed with rich lead ore. We have set to the men to open on the course of the lode, east and west of the cross-cut, at 40*s.* per fm. I hope to report more fully next week.—JAMES CHYNOWETH: Feb. 17.

WHEAL TRELAWNEY.—The lode in the 42 fm. level, north of Phillips's shaft, is 3½ ft. wide, and worth 22*l.* per fm.; in the same level south it is 1 ft. wide, and worth 17*l.* per fm. The lode in the 32 fm. level north is 2 ft. wide, and worth 20*l.* per fm.; in the same level south it is 18 in. wide, and worth 12*l.* per fm.; the water being drained, we have resumed the sinking of the winze under the 32 fm. level north, where the lode is 3 ft. wide, and worth 18*l.* per fm.; the stopes generally are looking well. The sumpmen at Trelawney shaft are putting in bearer and cistern under the 22 fm. level, and on Wednesday they will commence immediately to fix the plunger, and we hope to get the engine to work by the latter part of next week, if the masons and carpenters are ready; the frosty weather has been very much against them. We sampled this day a parcel of lead ores, computed 68 tons.—P. CLYMO, Jun.

FOREIGN MINES.

ST. JOHN DEL REY MINES.—*Morro Velho, Nov.* 8.—Produce for Oct., 13590·89 oits.; cost for do., *rs.* 33,008 608—3816*l.* This is really a painful point of the subject; under the following heads there are excesses above my estimate—viz.: pay lists, 885 milrs.; timber, 1056; boyer fron, 78; provisions, 356; charges from Rio, 3158; charges from England, 1318—less carriage and cart hire, 406—6440 (about 750*l.*)

ABERGWESSIN MINES.—At a general meeting of shareholders, held at the mines, on the 3d February,—WALTON PELL, Esq., in the chair,—the accounts were produced, and, having been audited, were allowed and passed: the mine costs for the six months ending Dec. was 860*l.* 5*s.* 5*d.*; by call made in July of 1*l.* per share, 1000*l.*: leaves balance in hand, 139*l.* 14*s.* 7*d.*—The following is the committee of shareholders' report read at the meeting:—"The present state of the workings, and the future prospects of the mines, are highly satisfactory; the great size of the lodes, their flattering appearances, and the promise of early produce, render it highly desirable that the engine-shaft be sunk 15 fms. deeper, and the lodes cut in the 30 fm. level with all possible expedition."—The annexed report of the manager was then read, and unanimously received and adopted:—"Since my last report in July, we have driven Jones's adit, which is in the eastern part of your sett, 20 fms., and have cross-cut a very large and kindly lode of flookan, gossan, candied spar, &c. Four other parallel lodes, of great promise, will be cross-cut, by continuing this adit 40 fms. more, which I beg respectfully to recommend, as at this point of your property there is an elevation of the ground—consequently, the adit will intersect all the veins 27 fms. from surface. In the western part of your sett we have extended the adit levels—one south, to cross-cut other lodes south of Couch's lode, and have also driven west, about 20 fms., upon the Great North lode, which still continues 4 to 5 fms. big, and also carries its fine flookan, gossan, prian, &c., and is dredged throughout with lead ore, but not of sufficient quantity to yield a profit, upon returning such a large mass of work, as at this level requires to be taken from the vein for cleaning. We have also sunk the new engine-shaft, and divided it down 10 fms. below adit, at which point we have cut a plat; and have driven the 10 fm. level 27 fms., thereby opening a communication with the old shaft; in this level we also cross-cut the great north lode and Couch's lode, both of which continue their great size, but with a four-fold increase of ore in each to the level above, as may be seen by looking at the veins in the levels, or the heap of work at surface. We have commenced driving upon each of these lodes, and nearly all the stuff broken by the men is saved for cleaning. We have also continued sinking our engine shaft, which is now 6 fms. 2 ft. below the 10 fm. level, and will reach the 20 fm. level in about six weeks—at which point we intend again to cut a plat, and shall have to drive about 4 fms. to reach the Great North lode, which, when cross-cut and extended upon, will, with Couch's lode, open tribute ground that I believe will pay the way. In the meantime, I beg respectfully to recommend, that the utmost possible energy be used in sinking the engine-shaft to the 20 fm. level; the shaft in its way down will intersect the Great North lode, and the plat in the 20 fm. level will be cut in Couch's lode, at which depth there cannot now be a doubt of finding ore sufficient to pay dividends. Permit me to congratulate you on the brilliant prospect before you, and of being the fortunate proprietors of one of the most important mines that has been opened for a very long period.—P. P. COUCH: *Abergwesin Mines, Jan.* 25.

EXMOOR WHEAL ELIZA.—At the two monthly meeting of adventurers, held at Mr Dunn's Hotel, Tavistock, Feb. 16,—Mr. R. SLEEMAN, in the chair,—the accounts, showing a balance of 75*l.* 15*s.* 10*d.* in favour of the adventurers, having been audited by J. Flumank, Esq., and J. Tucker, were passed.—The following report from Capt. J. Pryor was read:—I beg to hand you my report from this mine since the meeting in December last—at that time we were bringing up a lobby to the wheel-pit—since that period we have taken up the dead level, in the rock, to take the water from the wheel when at work; in the rock we discovered a branch of a lode about 6 in. wide, containing very pretty yellow-coated and black copper ore, which is a very kindly omen in the rock, being only about 2 ft.; in this place, it cannot be expected to be much, trial being so shallow; by the direction of this branch, it must fall into the main lode, and probably come into the engine-shaft in sinking; by what I can see of the underlay and its run, it is natural to calculate we shall meet with a rich lode at this place, seeing the lode has so large a gossan, containing copper at the surface at the engine-shaft. We have not done so much work as I could wish, by reason of the severity of the weather on the one hand, and the getting the materials on the mine on the other, which has been much against the progression of the surface works. The wheelwright is getting on with the wheel, I cannot see we shall be able to say we are in working order until the beginning of April, unless we have an extraordinary change of weather to enable us to do more work than we now can calculate on doing.

GRAMBLER AND ST. AUBYN.—The usual two-monthly meeting of adventurers was held on Tuesday, the 9th inst., when the accounts, of which the following is an abstract, were examined and allowed:—To balance due to purser at last account, 246*l.* 16*s.* 8*d.*; costs and merchants' bills for November and December, 1213*l.* 10*s.* 10*d.*—1460*l.* 7*s.* 6*d.*—By ores sold, less dues, 1321*l.* 18*s.*—leaving balance due to purser 138*l.* 9*s.* 6*d.*—The profit made during the two months was 108*l.* 7*s.* 2*d.*

STRAY PARK AND CAMBORNE VEAN.—A meeting of adventurers was held at the mine, on Friday, the 12th inst., when a statement of accounts for four months ending 31st December, was presented, showing—By copper ore sold, Oct. 1, 244*l.* 18*s.* 5*d.*; Dec. 3, 2830*l.* 14*s.* 8*d.*; balance in hand, 347*l.* 16*s.* 2*d.*—3527*l.* 9*s.* 3*d.*—Tatwork cost for the 4 months, 1729*l.* 2*s.* 9*d.*; merchants' bills, 668*l.* 2*s.* 5*d.*; tribute pay on ores sold, 687*l.* 9*s.* 9*d.*; subsist advanced on the above ores, 75*l.* 4*s.* 6*d.*; lords' dues, 219*l.* 19*s.* 7*d.*—Leaving balance in hand, 1570*l.* 10*s.* 3*d.*—The accounts having been examined, were allowed, and a dividend of 1*l.* per share declared.—It was also resolved, "That the conditions offered by Lady Basset to Stray Park Mine adventurers for Wheal Frances sett be accepted, subject to the approval of the London shareholders." This meeting cannot refrain from expressing their deep regret that her ladyship should have been advised to depart from the original agreement entered into between her former steward, Mr. Reynolds, and the Stray Park Mine adventurers; and they still entertain the hope that her ladyship may be induced to give this matter her further consideration."—The following report from Capts. R. Eustice and E. Ralph was read to the meeting:—In the 60 end, driving west, the lode is 14 in. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton. In the rise, above the back of the 60, the lode is 2 ft. wide, yielding 3 tons of ore to a fm., worth 6*l.* per ton.; in the 70 end, driving west, the lode at the present time is small, containing stones of ore. In the 80 end, driving west, the lode is 18 in. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton. In the 90 end, driving west, the lode is 15 in. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton; in the rise, above the back of the 90, the lode is 14 ft. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton. In the 100 end, driving west, the lode is 18 in. wide, yielding 2 tons of ore to a fm., worth 5*l.* per ton. In the 110 end, driving west, the lode is 34 ft. wide, yielding 5 tons of ore to a fm., worth 5*l.* per ton; in the winze, sinking below the 110 fm. level, the lode is 2 ft. wide, yielding 3 tons of ore to a fm., worth 5*l.* per ton. In the 120 end, driving west, the lode is 4 ft. wide, yielding 1½ ton of ore to a fm., worth 5*l.* per ton. In the 124 end, driving west on the Stray Park main lode, the lode is 1 ft. wide, yielding 1 ton of ore to a fm., worth 6*l.* per ton. In the 130 end, driving east, the lode is 4 ft. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton. In the 150 end, driving west, the lode is 4 ft. wide, yielding 2 ton of

ore to a fm., worth 5*l.* per ton; in the 150 end, driving east, the lode is 3 ft. wide, yielding 2 tons of ore to a fm., worth 6*l.* per ton. In the 180 end, driving east, the lode is small, producing stones of ore; this end is within about 12 fms. of the course of ore gone down in the bottom of the 150 fm. level. The tribute ground is looking very well; and, taking the mine altogether, we can with truth declare, that it is looking better at the present time than at any past period since we have been connected with it. The old pitwork has all been drawn up from Stray Park engine-shaft, and sold by public auction, which (exclusive of the 60-in. cylinder engine, and a large quantity of useful timber) realised nearly 600*l.* The engine remains unsold, but we have no fear of getting a purchaser for it at our fixed price—viz.: 350*l.*

East Pool.—A meeting of adventurers was held on the mine, on Tuesday last, when the following accounts were passed:—By sale of ores, less dues, 750*l.* 2s. 2d. To balance at last account, 81*l.* 7s. 5d.; costs, &c., for Dec. and Jan., 645*l.* 9s. 10d.—726*l.* 17s. 3d.—leaving balance of 23*l.* 4s. 11d.

East Wheal Rose.—A meeting of shareholders was held at the Royal Hotel, Truro, on Tuesday last, when the accounts were submitted and allowed as follows, and a dividend of 30*l.* per share was declared:—By balance at last account, 2749*l.* 19s. 7d.; sales of ores (less lord's and Stannary Court dues), 12,639*l.* 13s.; received of Cargoll adventurers for agency, &c., 96*l.* 3s. 8d. = 15,485*l.* 16s. 3d.—To costs, merchants' and coal bills for Novem. and Decem., 6596*l.* 7s. 10d.; costs for new machinery, 852*l.* 19s. 4d.; taxes and discounts, 152*l.* 11s. 1d.; dividend of 30*l.* per share, 3840*l.* = 11,441*l.* 18s. 3d.: leaving balance in favour of the adventurers, 4043*l.* 18s.

Rose-in-Vale Consols.—A meeting of adventurers in this concern was held at Penryn, on the 29th ult., when the accounts, showing a balance in favour of the mine of 1*l.* 3s. 1d., were passed. It was determined to purchase an engine of the Tretoil adventurers for 300*l.*, and a call of 2*l.* per share was made for the immediate working of the mine.

Wheal Seton.—At a meeting of adventurers, held at the mine, on Tuesday, the 9th inst., a statement of accounts was presented, showing amount in hand 401*l.* 7s. 9d.: the costs having been examined were allowed, and a dividend of 20*l.* per share declared, leaving 203*l.* 7s. 9d. balance in hand.—The sales of copper ore were—Nov. 5, 227*l.* 16s. 2d.; Dec. 3, 326*l.* 1s.—less 1-15th lord's dues, 36*l.* 12s. 1d. The costs for Nov. were 121*l.* 16s. 3d.; for Dec., 96*l.* 6s. 9d.; founders and merchants' bills, 103*l.* 9s. 10d.—321*l.* 12s. 10d.—The balance left in hand from Oct. account, was 206*l.* 15s. 6d.—The following report from Capts. P. Rabey and S. Lean was read to the meeting:—In the 90 fm. level, east of Bull's shaft, on Bull's lode, the lode is 15 in. wide, containing occasionally stones of copper. In the 80, west on the south caunter lode, the lode is 2½ ft. wide, composed of spar, mundic, and stones of ore. In the 70 fm., west of ditto, lode divided by a horse of killas; we are carrying the north part, which is 5 ft. wide, worth 30*l.* per fm.; the south part of the lode is worth 10*l.* per fm.—this end is about 15 fms. before the 70; the stopes about 3 fms. behind the end, in the back of this level, are worth 40*l.* per fm.; the lode in the winze, sinking below this level, 10 fms. behind the end, is 3 ft. wide, and worth 15*l.* per fm. The 40 fm. level, west on ditto, has been suspended, and the men put to sink a winze in the bottom of the level, lode 4 ft. wide, worth 8*l.* per fm. The 80 fm. level, west on the north caunter, is extended about 6 fms. from the cross-course; we are carrying only 6 ft. of this lode, which is worth 50*l.* per fm. The 70 fm. level, west of ditto, is extended about 16 fms. from the cross-course, lode worth 30*l.* per fm.; the lode in the winze, sinking below this level, is worth 120*l.* per fm. In the 60 fm. level, west on ditto, we are still driving on the south part of the lode, which is worth 40*l.* per fm.; the stopes in the back and bottom of this level, from 5 fms. to 10 fms. behind the end, are worth 150*l.* per fm. The 50 fm. level, west on ditto, is extended about 16 fms. from the cross-course, this lode is worth 120*l.* per fm.; the winze sinking below this level, has been communicated to the 60 fm. level in the past week. In the 40 fm. level, west on ditto, lode small and unproductive, being but a short distance from the cross-course. The new engine at Tilly's shaft has been in course of working for about three weeks, and is now drawing the water from Bull's shaft, the old engine having been disconnected, in order to be repaired to enable it to work the eastern and north parts of the sett.—It was then resolved, "That the agents be requested to press on the repairs of the engine at Wheal Cocks shaft, with a view to working the eastern and northern part of the mine without delay."

Merionethshire Slate and Slate Slab Company.—We some time since called the attention of our readers, to the formation of a company, for working some valuable slate quarries situate in Merionethshire; and we have now pleasure in referring to the first return of working, which shows a profit of 822*l.* 3s. 10d. on the past three months' produce, from Oct. 1 to Dec. 31, 1846. This amount of profit, when the expenses and difficulties of commencing a new work are considered, places the company in, we think, a very flattering position; and when the resources of the quarries are fully developed, we have no doubt the shareholders will find they have embarked in a permanently profitable undertaking.

Pantdrainiog Quarry Slate Company.—In writing a few weeks ago on the subject of slate quarries in Wales, we took occasion to refer our readers to the engineer's report on this quarry, and pointed out a few of the advantages possessed by it over most other undertakings of a similar nature. The most prominent of these, was the fact, that there was as large a quantity as 80,000 tons of marketable slate now uncovered, and that it only required the necessary capital to be expended, to render this valuable property a source of great profit to those who might embark in it. In another part of our paper of to-day will be seen an advertisement from the Merionethshire Slate Company, in which it is stated that the profits since the commencement of working in Oct, last will enable the company to pay 5 per cent. dividend on the calls. From all that we hear, we are inclined to think that the Pantdrainiog Quarry is in a much better position than that of the Merionethshire Company, and for this reason, that it has its "plant" in complete readiness to commence working immediately, and in less than a fortnight they may have slates in the market. The following extract from the report of Mr. Arthur Dean, C.E., may not be out of place:—"A stock of about 100 tons of wrought-iron rails, 50 waggons, 12-horse power steam-engine, blacksmith and carpenter's shop, stables, &c., carts and waggons for conveying the slate to the shipping place, &c., constitute the 'plant' of the quarry, *and are immediately available for carrying on the business of the concern.*" There is no royalty upon the slates, but the quarry is held under a lease which does not expire till 1903, at a very small annual rent, much lower than the royalty usually charged. We are not aware at present of a better investment for capital than a good slate quarry, and we do not think that those who become shareholders in the Pantdrainiog will have any reason to repent of the choice they make.

The Albert Adventure.—The mining setts of Meilenoweth and Cold Harbour, with the adjoining property of Pellews, in the parishes of Phillack and Gwinear, have been taken up by a party of London adventurers, who are preparing to work them under the name of the "Albert Adventure." The sett of Pellews has been inspected by Capt. W. Paul, of Tincroft, who reports as follows:—I have visited this sett, and examined the south lode; there is a great sameness in it, for the whole length of the adit being about 2½ ft. wide on an average, composed of arsenical iron pyrites, quartz (soft spar), with occasional spots of lead, I consider it a kindly lode, deserving your attention, but I do not calculate on any very material alteration, till it be seen at the 20 or 30 fm. level below the adit. I next examined the cross-cut from No. 3 shaft north, in which I discover several small branches, most of which are strongly mineralised, chiefly with mundic, jack, and lead, in a strata which to me appears much more congenial for the latter than any other ore; from one branch I broke some good stones of lead. The north lode for 3 or 4 fms. east and west from the cross-cut, is about 20 in. wide, composed of mundic, jack, and lead, with occasional spots of copper ore. The lode in the ends does not appear quite so promising as a little from them behind, changes of this kind frequently occur in all lodes; on the whole, I have a favourable opinion of this lode, especially as the branches to the south contain the same sort of mineral, and will fall in with it in depth—indeed, the cross-cut for several fathoms in length is strongly mineralised, and ground very cheap to excavate. Had there been no other lode in the sett than those already opened on, I think any company would be justified in setting up an engine of sufficient power to develope their resources, but I have been told that there is another lode about 9 fms. to the south of that now called the south lode, which was seen by the former workers, and was thought very highly of. Now, my advice is, that that lode be seen again before you decide on a spot for an engine; driving the cross-cut for this purpose will occupy about two months, when I can examine the ground again, and advise you how to proceed.

ACCIDENTS.

West Bromwich.—J. Millward fell out of the skip and was killed, at Messrs. Salter and Raybould's Colliery.—J. Jones was killed at Mr. T. Davis's Colliery.

Conside Iron-Works.—P. Croony was killed while working here.

Hetton Colliery.—J. Helmsley was killed by a fall of stone in East Minor Pit.

Capponfield Iron-Works, Wolverhampton.—J. Westwood was killed here.

Capponfield Colliery.—W. Nicholls was killed by a fall of coal.

Pelsall Iron-Works.—J. Hughes, furnace keeper, was killed by an explosion of hot metal—in consequence, it is believed, of the water which runs round the tuyere being stopped by some accidental means. The tuyere had been thoroughly repaired a week previous to the occurrence; the water was supplied from a cistern on the top of the engine, and a little dirt or mud would stop the pipe.

Explosion of a Boiler at Darlaston.—Three men and a girl were injured by the explosion of a boiler at Messrs. Bills and Mills's iron and steel works—the proprietors, Mr. Booth (their clerk), and many workmen, narrowly escaped.

Delabole Slate Quarry.—M. Amy and J. Martyn were seriously injured by an accident here: it appears that the quarrymen, about 20 in number, having dispatched a loaded waggon, which was hauled away in the usual manner by the engine to grass, when, through the inattention of the engineman, the engine was not stopped at the proper time (for which purpose a bell is rung previous to the waggons reaching the landing place), no notice thereof being taken, the waggon came in contact with the parapet head and broke the chain, when the waggon and its contents, about 3 tons of stone, were thrown to the bottom.

PRICE OF MATERIALS,

As Charged at the Stray Park Mines in the following months of 1846:—

Description.	Sept.	Oct.	Nov.	Dec.	
Coal, carriage included	15*s.* 0*d.*	15*s.* 0*d.*	15*s.* 0*d.*	15*s.* 0*d.*	per ton.
Timber, balk	1 3				per foot.
Iron, common	10 0	10 0	10 0	10 0	per cwt.
„ faggoted	—	—	14 10	—	„
„ hoop	—	14 6	14 6	14 6	„
Nails, patent	19 0	19 0	—	19 0	„
Rope	34 0	—	—	—	„
Yarn	0 4½	—	—	—	per lb.
Hamp	0 4	—	—	0 4½	„
Tallow, best	—	47 6	—	—	per cwt.
Grease, patent	—	—	18 0	—	„
Oil, rape	—	3 0	—	—	per gall.
Lead, white	—	26 0	26 0	—	per cwt.
Leather	—	1 2	—	—	per lb.
Candles, best	5 0	5 6	6 0	6 0	per doz.
Powder	36 0	36 0	36 0	36 0	per cwt.
Hills, shovel	—	3 0	—	—	per doz.
„ pick	—	—	14 —	—	„
Shovels, iron	34 0	—	—	—	per cwt.
Whim kibbles	19 0	19 0	19 0	19 6	„
Wash tubs	4 3	—	—	—	each.
Engine shag	0 6	—	—	—	per yd.
Safety fuze	0 4	0 4	0 4	0 4	per coil.

CORNISH STEAM-ENGINES.

The number of pumping-engines reported for the month of Jan. is 21—the quantity of coals consumed being 1667 tons, lifting, in the aggregate, 19,000,000 tons of water 10 fathoms high—the average duty of the whole is, therefore, 56,000,000 lbs. lifted 1 foot high by the consumption of a bushel of coal.

COMBMARTIN MINING COMPANY.

Sir,—Could you not prevail on the directors to publish, for the information of the shareholders, a weekly or even monthly report in the *Mining Journal*. Really, once a year is few and far between; and there has been nothing said about the prospects of the mine since last August.—F. B.: *London, Feb.* 15.

[This is a matter in which the shareholders should interest themselves—the directors can have no object in withholding information, and we shall at all times be ready to afford space for such reports as are transmitted us, whether weekly or monthly.]

MINING IN THE MARIA DISTRICT.

Sir,—Having observed two letters in your Journal on the above subject, and knowing your willingness to bring every question fairly before the public, I make no apology for the following remarks, in answer to "A Friend to the Mining Interest." He commences with some remarks on the Devon G rea Consols, and then enumerates various other setts in the neighbourhood, as claiming relationship to this extraordinary discovery; and, after referring to the twisting the points of the compass, and to the valiant David, "who slew the great Goliah," he very coolly promises, in the following week, to prove not only that *South* should properly be called *West* Maria, but also, that it is the most promising sett in the neighbourhood. This statement may read very plausible to persons unacquainted with the locality; but as they may, possibly, be misled, I am desirous to set the matter right, and shall, therefore, in the first place, distinctly deny that South Maria is entitled to the name of *West*, and for this reason. The Great Maria lode runs about 150 fms. north of the South Maria sett, whilst Wheals Fortescue and West Maria are almost due west from the main shaft at Wheal Maria—consequently, his arguments on this points are as fallacious as I intend to prove some others he has thought proper to lay before your readers. I admit that South Maria stands west from some parts of the Great Devon Consols sett, and I could name many others in the same situation; but it does not follow, that because they are so situated, they must necessarily be called West Marias; on the contrary, I contend that, from the probable course of the Great Maria lode, the present West Maria, is properly and legitimately named. I shall not dwell on his remarks, as to the underlays of the lodes named by him (let it suffice that he is mistaken), but proceed to notice the remarkable statement, with reference to the eastern part of the Great Maria sett; and, although he does not distinctly state as much' he evidently wishes it to be *implied*, that South Maria is the receptacle of this lode; he states that the dial, on being placed at either of these shafts, points directly towards South Maria: this is very probable, but he has rather strangely omitted to notice the immense *heave* between Wheal Maria and Wheal Fanny, which leaves no doubt as to the lode in the eastern part of the sett being a continuation of the Great Maria lode—so that, in this respect also, he is evidently in error. He further refers to the discovery of *three* other lodes in the Great Devon Consols, as passing through South Maria; and to make the matter appear the stronger, he asserts that ore can at any time be taken from the backs: is it not strange that (the lodes being so kindly) only one of them is being prosecuted—viz.: Wheal Jack Thomas, which, unfortunately for him, is just as far south of his sett as the Great Maria lode is north; hence this is another obvious discrepancy. I do not wish it to be understood that South Maria has no favourable indications; but, allowing this, I have no hesitation in stating that, when compared with the other setts named in his letters, the majority of practical miners would name the *least* of them in preference to his favourite. Not content with claiming the preference as to the number and character of the lodes, he winds up with an eulogium on the able management of his concern; how he could venture on this topic I am at a loss to conceive, as it is a well-known fact, that this mine has been in operation for the last *nine* years; and the deepest shaft does not now exceed, I am told, 20 fms.; whilst at Wheals Williams, West Maria, and Lamberoos, they have each done more work in the last *nine* months!! This being the case, South Maria must remain, as it has hitherto been considered, the *eighth* cousin to the Great Maria. W. Y.

Tavistock, Feb. 16.

MINING IN DEVON—EAST COMBE.

Sir,—Being informed that, on the 28th of October last, upwards of 70 gentlemen celebrated the commencement of working the splendid water machinery at the East Combe Silver and Lead Mine, in Swymbridge, Devon—at which time, Capt. John Harper was requested by the chairman to make a report on the state of mining generally, and more especially his opinion respecting copper ore in that neighbourhood; and, having anxiously watched your Journal from that time to this, hoping to have had the pleasure of seeing so valuable a document appear therein, and my patience being now exhausted. I presume to call on Capt. Harper to furnish the public with that information through the medium of the *Mining Journal*; and by so doing he will not only oblige me, but serve greatly the interest of all concerned in mining operations in the district, and the mining public generally.—An Old Miner: *St. Austell, Feb* 15.

[FROM CORRESPONDENTS.]

East Combe.—The assays made from the ore raised, gives as follows:—No. 1: 75 per cent. for lead—28 ozs. of silver per ton. No. 2: 42·50 for lead—10 ozs of silver per ton. No. 3: 40·75 for lead, 34 antimony, 24 sulpher—the residue iron and copper. In three weeks, the lode will be seen at the next level—the prospects being good.

New East Crowndale.—The lode here is looking extremely well, and but little doubt exists as to its proving a productive mine.

Herodsfoot.—During the present week, they have sold 25 tons of silver-lead ores, realising 15*l.* 1*s.* per ton; and at

Wheal Trehane.—48 tons of silver-lead ores have been sampled.

Wheal Mexico.—A meeting of the shareholders is called for Wednesday, the 26th, at Callington, for the purpose of deciding upon the best method to adopt in giving up the sett, and for finally closing the concerns of the company.

Wheal Mary United.—The setts taken up by this company are situate in the parish of Phillack, and in a locality which has been remarkable for its metalliferous products—for, at one period, the Great Wheal Alfred, and the Herland Mines, were as celebrated in their day as Maria in the present. Wheal Mary United sett is represented as containing several very promising lodes; and the opinion entertained from their general character, by a gentleman well conversant with the mineral geology of that district, speaks strongly in favour of the adventurer. We are pleased to learn of the progress made in the formation of the company, and trust they will have a lasting mine.

Free-Trade in Copper.—On Tuesday, Mr. Muntz presented a petition to the House of Commons from Birmingham, praying for the repeal of the duty on copper ore.—The hon. Member presented a second petition last night, from the merchants and manufacturers of Birmingham, praying for the repeal of the duties on copper ore. They complained that those duties since 1831 had been increased nearly 1,000,000*l.* The hon. Member gave notice that, on Monday, he should move that the petition be printed.

Sheffield Mining Company.—Some weeks ago, we mentioned that there was a probability of a number of Sheffield gentlemen purchasing the 70 100th shares of the Morewood Sough, Eyam, belonging to James Sorby, Esq., Sheffield. This project has been carried out; and on Wednesday week the Sheffield shareholders took formal possession of their shares, on which occasion they dined together at the Bull's Head Inn, Eyam. The Morewood Sough, or Level, derives its name from the Morewood's of Bradfield, Yorkshire, now extinct in that place, who owned a great portion of the land through which the level runs. The sough was undertaken to relieve the Eyam-Edge Mines from water; it is more than half a century since the commencement of this vast undertaking; but, in consequence of the want of money, it was only carried half the requisite distance when the work ceased; and, after lying dormant for nearly 30 years, it was recently resumed by Mr. Sorby, from whom, in a great degree, the project has fallen into the hands of the present speculators. Within these last few months a great quantity of ore has been found contiguous to the level, which (with what may be almost certainly met with) will greatly decrease the expense of driving the sough. The level commences at Stoney Middleton, and will terminate in Eyam Edge, a distance of a mile and a half, the better half being already completed. From the testimony of experienced miners, there is every reason to believe that the completion of this undertaking will result in the obtaining of immense mineral riches.—*Sheffield Iris.*

Tires for Locomotive Carriages.—The following suggestion, elicited by the opinions expressed by Messrs. Gooch and Braithwaite, at the inquest as to the cause of the late fatal accident on the Great Western, deserve attention:—"I have for several years given considerable attention to the subject of the manufacture of iron for locomotive carriages and other purposes; and I am convinced, from practical experience, *that tires for locomotive carriages should be composed of one entire circle* WITHOUT WELDING. These tires should also be *constructed from scrap iron*, which, after reworking, forms a material superior in texture and strength to the quality of iron now used, while the cost of manufacture would not exceed the present method. As I am in possession of the plan by which such an improved mode of tire can be constructed, I shall feel obliged if you will give these imperfect remarks a place in your valuable columns, as I am thoroughly satisfied that, if the suggestion to which I have alluded be generally adopted in the manufacture of wheels for locomotive carriages, similar accidents to that which lately occurred on the Great Western may be prevented, and thus a great loss of human life be spared.—George Scott, Engineer: *Bowerie-street, Feb.* 16."—We are informed also, that Mr. W. Exall, of Kategrove Iron-works, Reading, has turned his attention to this subject, and succeeded so satisfactorily, as to be induced to secure his invention by a patent, which he anticipates the recent accidents will bring into general use. We shall readily afford both parties space for a description of their relative plans.

Sale of Mine Shares by Auction.—We learn, by the *Falmouth Packet*, that the following lots, submitted to sale by auction on Thursday, realised the prices annexed:—*Wheal Reeth*: 5 shares at 18½*l.* each; 1 at 17½*l.*; 1 at 16*l.*; 1 at 15½*l.* = 141½*l.*, John Batten, Esq.: 10 shares at 16*l.*; 5 at 15*l.* = 235*l.* 9s., John Richards, Esq.: 1 at 17*l.*, Mr. Bennetts; 1 at 15½*l.*, Capt. J. Williams; 1 at 15½*l.*, E. H. Rodd, Esq.; 1 at 15*l.*, Mr. J. Daniell.—*Bahoon*: Two 128ths for 26*l.*

Improvements in Smelting.—Mr. T. Bell, of the Don Alkali Works, South Shields, has recently patented an improved process for obtaining sulphuric acid from the ores of copper during the roasting of the ore. For this purpose the ore in powder is placed on the shelves of a common roasting furnace, such as is in general use in the smelting of copper ores. To this furnace a roasting kiln is attached by a flue, which enters 2 ft. from the bottom, and is from 150 ft. to 200 ft. in length; in the kiln copper ore is also put, but in lumps; near the end of the flue there is a jet of steam, which, adding to the draught of furnace, coke, anthracite coal, or charcoal, may be used instead of bituminous coal. The top of the kiln is arched over, and a flue passes through the top into a vitriol chamber. Near that end of the flue which enters the vitroil chamber, the steam jet passes into the centre of the flue. During the roasting of the ore sulphurous acid is formed, which, in passing through the flues is mixed with the aqueous vapour, and partly becomes condensed into sulphuric acid; in this state it passes into the vitriol chamber, and collects on the floor; at the same time, the uncondensed sulphurous acid gas and steam, on passing into the vitriol chamber, meet with nitrous acid gas, produced by acting on saltpetre, or nitrate of soda, by strong sulphuric acid. But still, much of the sulphuric acid escapes condensation; this is afterwards condensed in columns of coke, previously exhausted as described in a former patent (dated November 3, 1845, for improvements in the manufacture of sulphuric acid), or by means of a high chimney. The claims are for the use of coke or charcoal in obtaining sulphuric acid from copper ores, in the manner above described; and also for using the columns of coke in combination with exhaustion, in the manner above described.

Valparaiso, Nov. 27.—*Freights*, copper ore to Swansea, 3*l.* 15*s.* and 5 per cent.; ditto or nitrate to London, 3*l.* 5*s.* and 5 per cent.; ditto to Liverpool 3*l.* 1*s.* 6*d.* and 5 per cent.; light freight to London or Liverpool, 6*l.* 6*s.* and 5 per cent.

General Mining Company for Ireland.—We are glad to learn, that 40 tons of silver-lead ore, from the Shallee Mines, have been shipped, per the *Charlie*, of Wexford, for Messrs. Mullins Brothers, Battersea.—We were this morning advised of the safe arrival of the *Charlie* in the Thames, with the above cargo.

Importation of Silver from Callao.—The *Astonio*, of London, arrived at Newhaven Harbour, on Tuesday, laden with a cargo of silver from Callao, stated to be in value nearly 80,000*l.* It was on Thursday removed to Lewis, in three railway vans, and was thence despatched to London by railroad. It reached the Bank of England yesterday morning.

Russian Gold Mines.—Accounts received at St. Petersburg, from Nijni-Novogorod, state that 428 pouds of gold, in bars—being equivalent to 21,032 lbs. English—carrying from the mines of Barnoul, in Siberia, and destined for the imperial mint—had passed through that city.—The value of this in English money is 1,188,500*l.*

Gold Mines of Borneo.—Amongst the islanders of the Eastern Archipelago, a system of social economy exists, which closely approximates in its nature to the ultimate state of things at which the working classes of this country seem to be desirous of arriving. In the gold mines of Borneo, for instance, every labourer is a proprietor; while this system is very prevalent throughout the majority of the islands, not only in their mining operations, but also in the manufacture of various other articles for exportation.

Extraordinary Block of Solid Coal in France.—A single block of coal has lately been extracted from the St. Caroline Pit, on a portion of the collieries belonging to the Rothschild Company, which, for weight and dimensions, is supposed to exceed anything ever before raised in France. The largest blocks being usually from 800 to 1000 lbs., this monster, which weighs 5000 lbs., has caused much interest in scientific circles; and, if possible, will be sent to Paris entire, to be deposited in the Royal Geological Museum.

Contracts for Works—Birmingham, Wolverhampton, and Dudley.—The directors met at their offices, in Birmingham, on Monday last, to receive tenders for the construction of works included in Nos. 1 and 3 contracts on this railway. The first embraced that part of the line, between Great Charles-street, and Vyse-street, Birmingham, was obtained by Mr. G. C. Pawling, of Manchester; the second, which included the line between the junction at West Bromwich, Staffordshire, to Priestfield, near Wolverhampton, was obtained by Messrs. Frost and Bates, of Wednesfield. Nine tenders were sent in; those accepted are under the Parliamentary standard, and the works are to be completed by the 1st of August, 1848.

Progress of Iron Manufacture in Scotland.—We learn that the heaviest shaft ever made in Scotland has just been completed at the works of the Monkland Iron and Steel Company. It weighs upwards of 10½ tons, and is said to be one of the best pieces of workmanship that has ever been produced in this part of the kingdom. The shaft was made at the Moffat forge of the Monkland works, under the superintendence of Mr. John M'Ara, upon whom it reflects the greatest credit.—*Saturday Post.*

Died.—On the 10 inst., at his residence, 9, Castle-street, Edinburgh, James Butler Williams, Esq., secretary to the Caledonian Railway Company.

RAILWAY TRAFFIC RETURNS.

From these returns, it will be seen, that the amount of traffic for the last week, on nearly 2730 miles of railway, was 133,693*l.*, thus accounted for:—65,970*l.* for the conveyance of passengers only, 39,616*l.* for the carriage of goods, and a remainder of 28,107*l.* for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 14,868*l.*, when the mileage was about 1,920.

Name of Railway.	Lgth. Rway.	Present actual cost.	Last Div.	Traffic Returns. 1847	1846
Arbroath and Forfar	15	£142,900	3*p.c.*	£ 153 7 6	160
Chester and Birkenhead	15	658,293	3½	408 11 9	450
Dublin and Drogheda	35	689,248	3½	621 16 5	539
Dublin and Kingstown	6	349,736	9	831 13 6	675
Dundee and Arbroath	16½	156,323	6	256 6 11	255
East Lancashire	28	814,417	—	675 4 11	—
Eastern Counties	134½	6,513,026	7	8076 17 0	6366
Eastern Union	17	227,383	—	437 0 0	—
Edinburgh and Glasgow	46	2,112,136	6	3201 8 2	2582
Glasgow, Paisley, and Ayr	53	1,301,381	7	1925 3 8	1764
Glasgow, Paisley, & Greenock	23	829,427	3	830 16 3	749
Great Southern and Western	56½	1,343,718	—	1037 2 11	—
Great Western	241	8,885,505	8	13266 16 6	15299
Ipswich and Bury	26½	303,768	—	353 0 0	—
London and North Western	378½	18,042,004	10	31918 8 1	34333
London and Blackwall	4	1,081,273	1½	607 16 9	677
London, Brighton, & South Coast	112	3,399,330	5	3955 16 8	3442
London and South-Western	127	3,468,544	9	5453 7 10½	5281
Manchester & Leeds	117	3,770,750	7	6677 14 7	5186
Manchester, Sheffield, & Lincolnsh.	49½	1,635,221	5	1659 2 9	1440
Midland Company	329½	7,862,374	7	15831 17 11	14854
Newcastle and Berwick	9	1,184,079	5	444 8 2	—
Newcastle and Carlisle	60	1,184,080	5	1873 17 6	1560
Norfolk	70½	985,079	6	1318 18 7	1069
North British	72½	1,459,958	—	1263 19 4	—
Preston and Wyre	30	432,014	2½	518 17 11	457
Shrewsbury and Chester	15	354,945	—	302 11 10	—
South Devon	20	778,976	5	358 0 0	—
South-Eastern	140	5,260,816	3½	4939 4 7	4889
Taff Vale	30½	690,329	6½	929 9 9	1249
Ulster	25	358,353	5½	517 12 6	656
York and Newcastle	183½	1,712,377	9	7465 3 5	6323
York and North Midland	162½	2,484,350	10	4975 16 9	4812
FOREIGN RAILWAYS.					
Dutch Rhenish	57	—	—	3239 0 0*	—
Northern of France	260	—	4	8200 0 0	—
Orleans and Bordeaux	72	599,040	4	2258 0 0	—
Paris and Orleans	82	2,082,916	9½	6429 0 0	4858
Paris and Rouen	85	2,082,916	6½	6031 0 0	5436
Paris and Versailles (left bank)				1825 0 0*	—
Ditto (right bank)				3747 0 0*	—

* Last monthly return.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.

Bank Stock, 7 per Cent., 204¼ 3½	Belgian Bonds, 4½ per Cent., —
3 per Cent. Reduced Ann., 91⅞ ¾	Dutch, 2½ per Cent., 58⅞ ¾
3 per Cent. Consols Ann., 91½ 90⅞	Brazilian, 5 per Cents., 85½
3 per Cent. Annuities, —	Chilian, 3 per Cents., 53½
3¼ per Cent. Ann., 93⅞ ½	Mexican, 5 per Cents., 22⅞ 2
Long Annuities, 9½	Spanish, 5 per Cents., 25½
India Stock, 10½ per Cent., 250½	Ditto 3 per Cents., 35⅞
3 per Cent. Consols for Acc., 91½ 90⅞	Portuguese, 4 per Cents., 34½
Exchequer Bills, 1000*l.* 1½d., 5 1 pm.	Russian, 5 per Cents., 112 ½

Mines.—Although there has not been so much business done in the mining share market during the week, as we noticed in our last Number, yet, upon the aggregate, we find that many shares in several mines have changed hands. We believe that the quotations of last week have been maintained generally, although, in some instances, a rise has taken place—whilst in a few there has been a falling off; but these fluctuations are too frequently the result of circumstances unconnected with the position or prospects of a mine.

We have to notice an improvement in Herodsfoot—shares in which have been done at an advance upon our last; the sale of 25 tons of silver-lead ores at 15*l.* 15s. per ton, with improved prospects, has caused this move. Wheal Jane has improved, and business done in a few shares. Pennants have been much in demand, and have, consequently, advanced in price; and we think, from present appearance, a great rise is likely to take place in these shares. North Wheal Abraham have also been done, but more especially in the county—its proximity to the Old Wheal Abraham, and Crenver, and Binner Downs Mines, has rendered this mine a favourite, and buyers are freely found in Cornwall. Kingston Down Consols are held in esteem—so much so, that they are *held* too firm by her few adventurers to change hands at a low figure; several shares have been sold this week. Wheal Seton dividend, of 20*l.* per 1-99th share for the past two months, was received here on Saturday last, the captain's report presents one of the most gratifying we have ever seen. Stray Park has also paid a dividend since our last of 1*l.* per share. Great Roughton Consols have been inquired for, in consequence of an important discovery having been made, although we are not aware of any shares having been sold. West Marias (Tin Mine) have been in request, and several shares have changed hands. Trelawneys have also been in request. In the Ecton Mines, several shares have been sold at an advance. Shares in the following mines have been transacted:—Tamars, Callingtons, Callestock, Perran Wheal Virgin, Pennants, Condurrow, Herodsfoot, Bedford United, Trebane, West Providence, Tremayne, Mendip Hills, West Treasury, East Crofty, Treviskey and Barrier, North Roskear, Wheal Jane, Cleveland, West Tolgus, West Seton, North Wheal Abraham, West Wheal Jewel, Kingston Down Consols, &c., &c.

In the foreign share market, we do not learn that much business has been done, more than in Australians, Bolanos, and Altens.

Railways.—The share market during the week has been more cheering, and the tone of business better, indeed, than for some time. A few purchases of Birmingham and Oxford raised the prices 7s. to 8s., the scrip being taken at 9*l.* An improvement has also taken place in the London and North Western, the Midland Counties, the Dover, Brighton, and North of France. At Birmingham, Bristol, Leeds, and Manchester, business has been more active, and prices looking up.

Meetings.—London and North Western: half-yearly general meeting: a dividend of 5*l.* per 100*l.* stock, up to the 31st December, was declared. A call of 5*l.* will be made in April, and another in July, on the London and Birmingham quarter shares of 1843.—Royston and Hitchin: half-yearly meeting; the capital to be called up for constructing the railway—the line having been abridged would only be 200,000*l.*, being 6*l.* 5s. per share. An agreement had been made with the Great Northern to assign the lease of this line to them, at an annual rent of 12,000*l.*—Great Western: half-yearly meeting; the balance now disposable is 218,855*l.* 19s. 7d., and a dividend of 4 per cent. for the half-year ending 31st December last, was declared to the registered proprietors. The accounts show the capital account to be 9,823,610*l.* 1s. 9d., and the expenditure 9,714,938*l.* 11s. 2d.; the receipts for the past half-year were 513,846*l.* 15s. 10d.—South Eastern: a special general meeting; the drafts of the eight bills for extensions proposed by the directors were submitted, and also the bye-laws, which were adopted. The next half-yearly meeting is appointed for March 26.—North Union: the annual meeting; the amalgamation in the London and North Western will allow the dividends henceforth to be paid without deduction.—Madras: general meeting; but little progress has been made since the last meeting, and the directors are in daily expectation of receiving the issue of the negotiations with the Bengal line, so as to offer their opinions as to the advisability of proceeding with the line, or taking steps to wind up the company.—Gloucester and Forest of Dean: second half-yearly meeting; the directors are proceeding to purchase the land required for the undertaking, having already obtained a large part; docks are to be constructed at Gloucester, to facilitate the transit of minerals, &c.—Lynn and Ely: a special meeting; to consider a proposed agreement to be entered into with the Eastern Counties, in conjunction with the Ely and Huntingdon, and Lynn and Dereham Companies; a resolution was passed, amalgamating this company with the two others, under the title of the East Anglian Company—the same resolutions were also passed by the two former.—The Rival Lines to Windsor: at a numerous meeting it was resolved to take every means to support the Windsor, Staines, and South Western.—Manchester, Sheffield, and Lincolnshire: first ordinary meeting; the balance-sheet showed the receipts to be 1,819,024*l.* on the capital; and the expenditure, 1,678,108*l.* 1s. 7d.—leaving in hand, 140,916*l.* 13s. 6d.; the receipts for the half-year were 55,277*l.* 15s. 5d., after deducting the expenditure, leaves a balance of 17,248*l.* 4s. 7d.—A dividend of 2*l.* 10s. for every 100*l.* Sheffield and Manchester shares was agreed to.—Boston, Stamford, and Birmingham (Wisbech and Spalding): half-yearly meeting, which was afterwards made special; to consider an agreement for leasing the line to the Great Northern, and the Extension Bills promoted by the company; the directors have also made a call, payable on the 1st March, of 1*l.* 14s. per share—the agreement was confirmed.—Brighton and Chichester: at the half-yearly meeting, yesterday, it was announced that the Portsmouth Extension line for the first eight miles, from Chichester to Havant, would be opened in March, and the whole distance by the end of May; until then they could not legally sell it to the Brighton. The expenditure, from the 30th June to December 31st, had been 230,479*l.* 12s. 8d.—London, Brighton, and South Coast: ordinary half-yearly meeting; the gross revenue for the six months was 228,059*l.* 17s. 2d.; working and other expenses, 90,836*l.* 6s. 9d.; disposable balance, 137,223*l.* 10s. 5d.—enabling a dividend of 3½ per cent. on the half year upon the consolidated stock, and of 28s. upon the fifth shares; the accounts of receipts was 5,012,680*l.* 13s. 3d., after deducting the expenses, leaves 96,986*l.* 8s. 2d.—Waterford, Wexford, Wicklow, and Dublin: at the second adjourned meeting the report showed the receipts, from deposits of 1*l.* 10s. per share, amounted to 112,779*l.*; expenditure, 39,853*l.* 16s. 4d.—leaving a balance of 72,925*l.* 8s. 8d.; the third day's meeting was adjourned till this morning.—The Taff Vale: half-yearly meeting, at Bristol, on Thursday; the report stated, that there had been an increase in the revenue from passengers of 1083*l.*, in merchandise 94*l.*, and coal 1378*l.*; the latter arising from the opening of new quarries at Aberdare and Rhonda. The double line, from Cardiff to the Navigation-house, was nearly completed, and surveys were being made for the new branches. They were now contracting for 500 waggons, in addition to the existing stock of 300. The increased income and reduced working expenses enabled the directors to declare a dividend of 3*l.* 10s. on each original share of 126*l.* The report, after some discussion as to the impropriety of freighters of goods upon the line occupying seats at the board, was unanimously adopted.—Birmingham, Wolverhampton, and Stour Valley: half-yearly meeting, at Birmingham, on Friday (yesterday); the report stated, that two-thirds of the line has been contracted for on very moderate terms, and that the portion between Birmingham and Wolverhampton would, in all probability, be opened within 18 months. The accounts showed a balance in hand of 86,393*l.* A long discussion followed, on the proposed terms for leasing the line to the London and North Western, at three-fourths of the dividend of that company, the capital to be reduced to 790,000*l.* A show of hands was taken on the resolution to affirm the agreement, which was carried by 2 to 1, Mr. Knox protesting against it.

LEEDS, Friday.—There has been rather more business done in our market during this week; and, in most instances, at slightly advanced rates: the very small quantity of stock offering, and the more favourable appearance of the foreign exchanges, are tending gradually, we think, to strengthen prices.

HULL, Thursday.—The share market remains in a state of inactivity. Fleetwoods are strong, and in request—influenced chiefly by Preston and Wyre and Manchester and Leeds arrangements. North Staffordshires, we believe, after next meeting, will pay interest on calls. At a meeting (to-day) of the Blackburn, Darwin, and Bolton, and Blackburn, Clitheroe and North-Western Companies, the proposed amalgamation of the two companies, on equal terms, was approved of—provided the directors forthwith issue to the proprietors of the amalgamated company a *pro rata* allotment of new stock, guarantee a minimum dividend of 6 per cent. per annum—the amount of such allotment of new stock to be not less than 200,000*l.* The mismanagement of the Indian railways, by Government, is a strong proof how much good would be done by its meddling with the English railway system;—we are glad to see the *Times* admit that in part. At the meeting of the Hull Banking Company yesterday, a dividend of 15s. was declared; the shares advanced 10s. Since the rejection of Mr. Hudson's offer (last Wednesday) by the North British, he has made them, through his representative, a better one, which the directors of the North British think, also, not equivalent to the value of the line. The terms of the amended offer are, 8 per cent. on all the stock, but the branches to take only 7 per cent., for the first year after opening, from 1st January next. Carlisle Extension to go for their bill, and, if successful, to be placed on the same footing; and, if the line be hereafter obtained, the scrip quarters to have the preference of the stock, or they may now take 1-10th shares, of 2*l.* 10s. each.

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

MONDAY.—Buddle's West Hartley 17—Davison's West Hartley 17—Tanfield Moor 20—West Hartley 17—West Wylam 20 6—Wall's End Barnard 18 3—Hotspur 19—Northumberland 19 6—Braddyll's Hetton 22 6—Hetton 23 3—Lambton 23—Stewart's 23 3—Whitwell 19 9—Caradoc 22 6—Hudson's Hartlepool 22—Kelloe 22—Adelaide Tees 22—Seppings 15 6—Craigola 23—Howard's West Hartley Netherton 17.—Ships at market, 125.

WEDNESDAY.—Buddle's West Hartley 16 6—Davison's West Hartley 16 6—Holywell Main 19—Original Tanfield 15 9—Tanfield Moor 19 6—West Hartley 16 6—Wall's End Brown's Gas 15 6—Northumberland 19 3—Eden Main 21 6—Stewart's 23 3—Whitwell 19 6—Caradoc 22 3—Hudson's Hartlepool 21 6—Howard's West Hartley Netherton 16 6—Haswell Nuts 13 6—Ships at market, 89.

FRIDAY.—Buddle's West Hartley 16 6—Chester Main 18 6—Holywell Main 18 6 to 19—Ord's Redheugh 16—Tanfield Moor 19 6—West Hartley 16 6—Wall's-End Bewicke and Co. 19 to 19 3—Hebburn 18 3—Hilda 18 6—Hotspur 18 6—Killingworth 19 3—Walker 18 6—Haswell 23—Stewart's 22 6 to 23—Seymour Tees 21—Howard's West Hartley Netherton 16 6.—Ships at market, 84.

NEW PATENTS.

E. Edge, Howard-street, St. Clement's Danes, Middlesex, for certain improvements in rails for railways, and in the manner of securing them.

W. E. Newton, Chancery-lane, Middlesex, for improvements in aerial locomotion.

R. S. Newall, Esq., Gateshead, for certain improvements in locomotive engines.

W. Breynton, Inner Temple, London, for improvements in rotatory engines.

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price.
1000	Abergwessin	6	11
256	Albert Consols	1	4
1024	Alfred Consols	4¼	55
235	Andrew and Nangiles	28¼	15–20
1000	Barristown	4¼	25–30
4000	Bedford	2½	4
128	Besore Lead Mine	14	30
320	Birch Tor Tin Mine	21½	14½
8000	Blaenavon	50	40
100	Botallack	175	225
120	Brewer	5	7
10000	British Iron, New, regis.	10	18½
—	Ditto ditto, scrip	10	19
128	Budnick Consols	52½	45
128	Burthy	20	21
100	Bwlch Cwmerfin	20	—
256	Callestock	17	35
1000	Callington	24	23½
256	Caradon Consols	47	5
256	Caradon Copper Mine	9¼	1
256	Caradon Mines	15	15
256	Caradon United	24	10
256	Caradon Wh. Hooper	12	5
1000	Carn Brea	15	90
2048	Carmarthen Consols	2	5
112	Charlestown	200	175
166	Cleveland	9	3½
1900	Combmartin	7½	4½
1000	Comblawn	¼	2
128	Comfort	45	55–60
5000	Con. Tretoil Mining Ass.	5	¼
256	Condurrow	20	25½
2560	Cook's Kitchen	2½	4
1000	Copper Bottom	1	5
1024	Cosheen	4¼	30
240	Craddock Moor	15½	15
128	Creeg Braws	120	200
500	Cubert Mine	12	27½
7100	Derwent	8½	5
1024	Devon&CourtenayCon.	5	3
1000	Dhurode	2	5
186	Dolcoath	80	60–5
10000	Durham County Coal	45	9
256	East Alvenney	3	10
112	East Caradon	40	40
2048	East Crowndale	4½	2½
512	East Combe Silver-Lead	6½	20
128	East Pool	5	14
100	East Rellstian	15	20
9000	East Tamar Consols	1½	2½
—	East Wheal Albert	1	3
94	East Wheal Crofty	280	305
—	East Wheal Fortune	—	—
256	East Wheal Kitty	¼	1
128	East Wheal Rose	50	1200
123	East Wheal Seton	14	20
512	Fowey Consols	40	45
20000	Galvanised Iron Co.	10	9½
10000	Gen. Mining Co. for Irel.	½	¼
1000	Godolphin	25	25
256	Gonamena	21	50
128	Goonvrea	4	5
128	Gover	23	200
244½	Grambler & St. Aubyn	—	41
100	Great Consols	1000	400
256	Great Callestock Moors	22	26
2560	Great Michell Consols	1½	4
256	Great Resugga Moor	2	4
512	Gt. Wh. Rough Torr Con.	2	25
1500	Great South Tolgus	2	3
100	Grogwinion	5	—
1000	Gunnis Lake	1½	3
256	Gwinear Consols	5	15
1000	Hanson	14	3
1000	Harrowbarrow Old Mine	5½	2½
1000	Harrowbarrow Consols	2	¾
800	Hawkmoor	3	2
6000	Heignston Down Con.	¼	2½
256	Herodsfoot	14	13
10000	Hibernian	12½	1
—	Hobb's Hill	4	3
1000	Holmbush	18	12
256	Ivy Tor	1½	2½
827	Kirkcudbrightshire	4¼	5¼
2048	Lamberooe Wh. Maria	9	5
128	Lanarth & Penstruthal	190	100
2048	Lanivet Consols	4	2
200	Larkholes	1	3
160	Levant	—	90
1000	Lewis	15	10
1280	Llancynfelin	6	10
256	Lostwithiel Consols	6	6
128	Ludcott	3	3
4000	Marke Valley	10	3½
5000	Mendip Hills	2	2½
10000	Mining Co. of Ireland	7	7
200	Nanterrow Consols	24½	12
256	New East Crowndale	3½	3½
128	North Fowey Consols	20	22
100	North Pool	85	85
70	North Roskear	10½	290
256	North Treburget	4	5
100	North United	41	20
256	North Wh. Abraham	½	10
262	North Wh. Leisure	1½	3½
128	North Wh. Providence	2½	7
256	North Wheal Rose	26½	18
15000	Northern Coal Co.	23	2
1200	Old Delabole Slate Co.	25	50
128	Par Consols	900	1000
1024	Pembroke	1½	6
256	Penhallow Moor	15	4
4000	Pennant	1	2½
100	Penrhiw	30	65
128	Pen-y-Cefn Mine	50	55
1280	Perran St. George Un.	13	20
128	Perran Wh. Virgin	9½	60
512	Plymouth Wh. Yeoland	2½	5½–6
2048	Prince Edward	1½	1½
112	Providence Mines	35	45
256	Redruth Consols	3	10
10000	Rhymney Iron	50	30
256	Rose Consols	10	11½
1000	Rosewall Hill	1	5
—	Shotts Iron Company	55	70
2500	Silver Valley	4	3
256	Sourton Consols	3½	3
128	South Caradon	10	400–10
2060	South Dolcoath	2	—
256	Sth. Friendsh. Wh. Ann	14	14
200	South Harvannah	23	26
9000	South Tamar	½	¾

BRITISH MINES—*continued.*

Shares.	Company.	Paid.	Price.
256	South Tolgus	2½	15
800	South Towan	10	1½
256	South Trelawney	15½	15
128	South Yeoland	16½	20
128	South Wheal Basset	110	110
124	South Wh. Francis	160	170
256	South Wh. Hope	—	5
1000	South Wh. Maria	2½	2
256	South Wheal Rose	11½	1
10000	Southern&Western, Irish	2	4–5
256	St. Austell Consols	8	18
94	St. Ives Consols	—	320
128	St. Michael Penkivel	5	7
1000	Stray Park	43	23
9600	Tamar Consols	3	5½
1024	Tavy Consols	3½	7
6000	Tincroft	7	9½
256	Ting Tang	15	10
128	Tokenbury	140	17½
256	Trehane	2	22
5000	Treleigh Consols	6	3
256	Trenow Consols	30	40
96	Tresavean	10	200
120	Trethellan	5	35
120	Treviskey and Barrier	130	135
256	Trewollack	20	26
128	Trewellard	12	26½
6000	United Hills	5	1
100	United Mines	300	500
10240	Victoria Tin	1	1
256	Wellington Mines	15	30
128	West Basset	45	15
256	West Caradon	20	160
128	West Gargoll	2	12
512	West Fowey Consols	40	35
256	West Grambler	7	8
—	West Kekewich Consols	—	3
256	West Providence	9½	18
200	West Seton	40	46
120	West Trethellan	5	25
256	West United Hills	2½	6
256	West Wh. Friendship	7½	4
3845	West Wheal Jewel	11	2½
2560	West Wh. Maria	1½	3½
256	West Wheal Shepherd	5	2
256	West Wheal Tolgus	21½	6
256	West Wheal Treasury	14½	7
240	Westerlake	3	3
5200	Wicklow Copper	5	15½
184	Wheal Adams	41	30
1000	Wheal Agar	—	—
256	Wheal Albert	10	8
128	Wheal Acland	13	2
256	Wheal Allen	1½	4
237	Wheal Anderton	16½	35
128	Wheal Ann	—	50½
128	Wheal Arvose	2	3
2560	Wheal Barbara	1½	1½
256	Wheal Benny	5½	4½
256	Wheal Blencowe	8	10
256	Wheal Bucketts	20	24
256	Wheal Byon Consols	¼	¼
136	Wheal Clifford	190	190
1024	Wheal Concord	5¾	3½
128	Wheal Courtenay	—	20
6000	Wheal Curtis	1½	1½
256	Wheal Dyke	12	13
512	Wheal Elizabeth	2½	3
256	Wheal Fortescue	5½	10
2048	Wheal Frederick	2	2
384	Wheal Franco	25	25
256	Wheal Gill	19½	18
1024	Wheal Grace	2	2½
128	Wheal Harriet	45	50
2048	Wheal Holwell	1½	1½
256	Wheal Jane	11	25
256	Wheal Kekewich	4	4
256	Wheal Louisa	6½	15
256	Wheal Maria (Hayle)	19	27½
1024	Wheal Maria	1	500
4000	Wheal Martha Consols	5	—
256	Wheal Mary Ann	5	70
1024	Wheal Mary (Calstock)	5	1
256	Wheal Mary Consols	34	25
256	Wheal Mary (Lanivet)	6½	7
256	Wheal Mary Pentuan	2	6
256	Wheal Maude	1½	1
128	Wheal Metha	23	100–4
128	Wheal Pollard	12½	12
210	Wheal Prospect	4	13
128	Wheal Reeth	1	17
128	Wheal Rose	60	50
99	Wheal Seton	150	800
1024	Wheal Spearne	1½	8
256	Wheal Sisters	27½	22½
260	Wheal Trelawney	7½	130
256	Wheal Tremayne	35	50
128	Wheal Trew	20	21
256	Wheal Trevenna	3	4
92	Wheal Tryphena	140	150
128	Wheal Venland	12½	10
127	Wheal Virgin	50	60
256	Wheal Vlow (Perranz.)	½	½
1024	Wheal Walter	4	2
256	Wheal Williams	2	18

FOREIGN MINES.

Shares.	Company.	Paid.	Price.
5000	Alten Mining Company	14½	4½
15000	Asturian Mining Co.	9	6
20000	Australian	2	6½–¼–7
10000	Anglo-Mexican Co.	100	1
12374	Ditto Subscription	25	2½
3000	Bolanos	150	6½
2000	Ditto Scrip	15	—
12000	Brazilian Imperial	20	2½
10000	Cobre Copper Co.	40	24½
12500	Colombian Co. regis.	55	} 4½
8000	Ditto Scrip	—	}
5000	Copiapo Mining Co.	14	3½
10000	General Mining Ass'n.	20	15½
20051	Mexican Company	59	—
5000	Mocaubas & Cocaes	25	3
29320	{ Rl. del Monte, regis. / Ditto unregistered }	28¾	av. 3½
	Ditto Red Debentures	—	19
	Ditto Black ditto	—	17
	Ditto Loan Notes	150	110
7000	Royal Santiago	10	5
2000	Pachuca Mines	4	4½
11000	St. John del Rey	15	8½
13174	United Mexican	28½	2½

*** We should feel greatly obliged by agents, or others interested, furnishing us with such corrections for our Share List as we may not have received through our usual channels of information—our object being, to present as accurate a list of prices as can be obtained—to procure which, we solicit the aid of correspondents in general.*

LATEST CURRENT PRICES OF METALS.

LONDON, FEBRUARY 19, 1847.

	£ s.	£ s. d.
Iron—Bar *a*..Wales..*ton*	0 0—	9 0 0
" ..London	0 0—	10 0 0
Nail rods "	0 0—	10 10 0
Hoop(Staf.) "	0 0—	12 0 0
Sheet " "	0 0—	13 0 0
Bars " "	11 0—	11 10 0
Welsh cold-blast foundry pig	5 5—	5 10 0
Scotch pig *b*, Clyde	0 0—	3 13 6
Rails, average	9 15—	10 0 0
Russian, CCND *c*	0 0—	—
" PSI	0 0—	—
" Gourieff	0 0—	—
" Archangel	0 0—	13 10 0
Swedish *d*, on the spot	0 0—	11 15 0
" Steel, fagt.	0 0—	17 0 0
" " kegs *e*	15 0—	15 10 0
Copper—Tile *f*	0 0—	92 0 0
Tough cake	0 0—	93 0 0
Best selected	0 0—	96 0 0
Copper—Ordin. sheets, *lb.*	0 0—	0 10½
" bottoms	0 0—	0 11½
Yellow Metal Sheathing	0 0—	0 0 8¾
Tin—Com. blocks *g*..*cwt.*	0 0—	4 18 0
" bars	0 0—	4 19 6
Refined	0 0—	5 1 0
Straits *h*	0 0—	4 18 0
Banca	0 0—	5 1 0
Tin-Plates—Ch., IC *i*, *box*	1 9—	1 11 0
" IX	1 15—	1 17 0
Coke, IC	0 0—	1 7 0
" IX	0 0—	1 13 0
Lead—Sheet *k* ..*ton*	19 5—	19 10 0
Pig, refined	0 0—	21 0 0
" common	0 0—	18 15 0
" Spanish, in bd.	17 10—	18 0 0
Spelter—(Cake) *l* on spot	22 5—	22 10 0
" " for arrival	0 0—	21 0 0
Zinc—(Sheet) *m* export.*	0 0—	28 0 0
Quicksilver *n* ..*lb.*	0 0—	0 4 6

a Discount 2½ per cent. *b* Net cash. *c* Discount 2½ per cent. *d* Ditto. *e* In kegs ½ and ¼-inch. *f* Discount 3 per cent. *g* Ditto 2½ per cent. *h* Net cash. *i* In bond. *f* Discount 3 per cent. *k* Ditto 2½ per cent. *l* Net cash. *m* Discount 1½ per cent. *n* Discount 1½ per cent. * For home use it is 32*l.* per ton.

[*From our Correspondent.*]

Iron.—The prices of all descriptions remain firm, but there has not been much doing since last week's *Mining Journal.* No change to notice in Scotch pig, in which no sales are reported this week.

Copper and Tin are steady at last week's prices, and there is a good business doing in each.—Tin-Plates are dull of demand, but prices are well maintained.

Lead is very firm, and demand good.

Spelter is not so buoyant as it was a week or two since—most parties who buy for arrival having supplied themselves, and we quote a shade lower, both for arrival and on the spot, than last week.

[*From a Correspondent.*]

In English bar-iron prices continue to be firmly maintained, but business during the week has been quiet. Rails are firm at quotations. In Scotch pig-iron scarce any business has been done during the week, but holders are firm at quotations; 72s. 6d. cash, for mixed Nos., having been freely offered and refused. Swedish iron and steel are without alteration.—Copper remains without change.—In English and foreign tin there is nothing to note since last week.—In tin-plates nothing doing.—English lead continues firm at quotations.—In spelter, on the spot, little or no business has been done; but, for shipment in May, 200 tons have been sold at 21*l.*

GLASGOW PIG-IRON TRADE, Feb. 17.—Since the date of our last, pig-iron has slightly receded in price. This may be attributed to the rise in grain, and the disinclination of parties to operate at present. There are buyers in the market, but they are not disposed to give the price asked—not more than 73s., prompt cash, for mixed Nos., can be got. Holders are easy about selling, and, for the most part, look for higher rates. At the end of last week sales were made at 73s. 6d. to 74s.—cash in 14 days; and this week at 73s.—immediate cash; and 73s. 6d.—cash in 14 days.

PRICES OF METALS IN AMERICA.

NEW YORK, JANUARY 30, 1847.

	$ cts.	$ cts.
Copper—Sheathing ..*lb.*	0 22½ —	0 0
" Old	0 18 —	0 18½
" Braziers'	0 24 —	0 25
" Pig	0 18 —	0 0
" Bolts	0 24 —	0 25
Lead*—Pig	4 31½ —	4 37½
" Bar	0 4½ —	0 0
" Sheet	0 5¾ —	0 5½
Iron—Pig, Eng. & Scotch	33 0 —	34 0
" " American, No. 1	30 0 —	32 50
" " common	22 50 —	25 0
" Bar, RPSI	100 0	102 50
" " Swedish	87 50 —	0 0
" " American, old	87 50 —	90 0
" English refined	87 50 —	90 0
" " common	75 0 —	77 50
" Sh. Russian, 1st qual.	0 11½ —	0 12
Iron—Engl. & American	0 5½ —	0 6
" Hoops do. ..*cwt.*	5 50 —	6 50
Nails—Cut 4 da. 40 ..*lb.*	0 4 —	0 4½
(3d 1 c. & 2d 2 c. more)		
" Wrought, 6 to 20	0 10 —	0 14
" Horse-shoe	0 17 —	0 21
Shot—Patent	0 5½ —	0 0
" Buck	0 6 —	0 0
Spelter—In plates	0 4½ —	0 4¾
Steel—German ..*lb.*	0 10½ —	0 13
" English Hoop L.	0 13 —	0 13½
" Spring	0 5½ —	0 5
" Trieste ..*boxes*	0 0 —	0 0
" American	0 4½ —	0 5
Tin—Block, South Amer. *lb.*	0 0 —	0 0
" Ditto, East India	0 0 —	0 0
" In plates, ½ dx. bx.	8 50 —	8 62½

* Duty—Pig and bar, 3; old and scrap, 1½; sheet, 4 cts. per lb.

COPPER ORES.

Sampled Feb. 3, and Sold at Andrew's Hotel, Redruth, Feb. 18, 1847.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Devon Gt. Cons.—Wh. Maria	129	£6 16 0	West Caradon	100	£7 10 6
ditto	118	6 19 0	ditto	92	6 7 0
ditto	117	6 15 0	ditto	89	7 10 6
ditto	115	6 4 6	ditto	86	10 6 0
ditto	114	6 7 6	ditto	33	4 6 6
ditto	112	6 15 0	Fowey Consols	94	5 9 6
ditto	96	6 16 0	ditto	89	6 9 0
ditto	92	6 5 0	ditto	83	6 3 0
ditto	85	6 16 0	Wh. Friendship	115	7 11 6
ditto	72	7 16 6	ditto	114	9 11 6
Wh. Fanny	101	5 13 0	Bedford United	105	5 6 6
ditto	98	2 12 6	Marke Valley	105	3 14 6
ditto	40	7 16 6	Holmbush	90	6 7 6
Wh. Josiah	102	7 14 6	St. Agnes Consols	40	3 6 6
			ditto	28	2 14 0

TOTAL PRODUCE.

Mines.	Tons.	Amount.	Mines.	Tons.	Amount.
Devon Gt. Cons.—Wh. Maria, Wh. Fanny, Wh. Josiah	1391	£8983 14 6	Wh. Friendship	299	£1962 13 6
			Bedford United	105	559 2 6
			Marke Valley	105	391 2 6
			Holmbush	90	573 15 0
West Caradon	400	3034 19 0	St. Agnes Consols	68	208 12 0
Fowey Consols	266	1599 3 0			

Average Standard ....£97 0 0 | Average Produce 9¼

Average Price per ton £6 9 6

Quantity of Ore .... 2654 tons. | Quantity of Fine Copper, 253 tons 13 cwts.

Amount of Money £17,313 2 0

LAST SALE.—Average Standard ......£110 19 0.—Average Produce 7½

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper	574	£3626 17 3
Vivian and Sons	902	5536 10 3
Freeman and Co.	266	1599 3 0
Grenfell and Sons	364	2482 17 6
Sims, Willyams, and Co.	219	1352 10 6
Williams, Foster, and Co.	329	2715 3 6
Total tons	2654	£17,313 2 0

Copper ores for sale on Thursday next, at Farquharson's Hotel, Truro.—Mines and Parcels.—United Mines 1214—South Caradon 383—Tresavean 360—Treleigh Consols 214—Par Consols 195—West Wheal Jewel 166—Wheal Sisters 150—North Downs 80—West Trethellan 43—South Tolgus 37.—Total, 2842 tons.

Copper ores for sale on Thursday week, at Serpell's Hotel, Pool.—Mines and Parcels—North Roskear 998—Consolidated Mines 770—Tincroft 403—Fowey Consols 306—Wheal Seton 252—Creeg Braws 243—South Wheal Francis 131—Wheal Harriet 115—South Roskear 108—Lanivet Consols 90—Hayle Slag 82—Tretoil 52—West Fowey Consols 44.—Wheal Buller 18.—Total, 3614 tons.

COPPER ORES.

Sampled Jan. 27, and Sold at Swansea Feb. 17, 1847.

Mines.	Tons.	Prod.	Stand.	Price.	Mines.	Tons.	Prod.	Stand.	Price.
Cobre	101	14½	95	£11 6 0	Chili	67	22¾	92¾	£18 17 6
ditto	96	14½	94¾	11 5 0	ditto	55	22¾	93½	18 15 0
ditto	92	23¾	92	19 0 6	Santiago	98	22½	92	18 9 6
ditto	91	14¾	96½	11 7 6	ditto	78	16	94	12 16 0
ditto	84	21¾	91	17 13 6	ditto	75	15½	96½	12 13 6
ditto	102	13¾	97½	11 3 0	Kapunda	88	23¼	90¾	19 8 0
ditto	98	13¾	98½	11 3 0	ditto	55	18¾	94½	15 11 6
ditto	95	13¾	97½	11 3 0	ditto	41	26¾	91½	22 4 0
ditto	73	13¾	96¾	11 3 6	ditto	14	26¾	91½	22 2 0
ditto	85	21¾	92	17 17 6	ditto	6	26¾	91½	22 1 0
ditto	60	22¾	93	18 14 0	ditto	5	21¾	93¾	17 17 0
Chili	94	30¾	93	25 16 6	ditto	2	18¾	94¾	15 10 0
ditto	92	30¾	92	25 10 6	ditto	1	18¾	93½	15 0 0
ditto	90	30¾	91¾	25 17 6	Recompensa	87	4¾	117	3 6 0
ditto	67	28¾	92¾	24 2 6	ditto	78	3¾	130¾	2 13 0
ditto	60	28¾	92¾	24 3 0	Burra Burra	35	16	97½	13 6 0

TOTAL PRODUCE.

Mines.	Tons.	Amount.	Mines.	Tons.	Amount.
Cobre	977	£13237 16 6	Kapunda	212	£4050 19 6
Chili	525	12517 12 0	Recompensa	165	493 16 0
Santiago	251	3759 11 6	Burra Burra	35	465 10 0

Total tons, 2165.—Total amount, £34,525 5s. 6d.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	535	£7315 1 0
Freeman and Co.	101	2032 4 0
P. Grenfell and Sons	277	5981 15 0
Sims, Willyams, and Co.	423	8612 3 0
Vivian and Sons	250	1612 9 0
Williams, Foster, and Co.	579	8971 13 6
Total tons	2165	£34,525 5 6

Copper Ores for Sale, March 10.—Berehaven 119, ditto 116, ditto 102, ditto 100, ditto 86, ditto 35, ditto 67.—Knockmahon 125, ditto 82, ditto 78, ditto 72, ditto 25.—Cobre 91, ditto 90, ditto 81, ditto 82, ditto 70.—Recompensa 84, ditto 61, ditto 60, ditto 31, ditto 6.—Burra Burra 54, ditto 52, ditto 50.—Chili 50, ditto 42, ditto 49, ditto 3.—Kapunda 79, ditto 28, ditto 22, ditto 9.—Ballymurtagh 48.—Holyford 23, ditto 18.—Sydney 22.—Princess Royal 10.—Paringa, 8.—Total, 2280 tons.

LEAD ORE

Sold at the Ticketing, White Horse, Holywell, on the 11th January, 1847.

Mines.	Tons.	Price.	Purchasers.
Maeserwdn	27	£11 15 6	Walker and Co.
ditto	17	12 7 6	ditto
ditto	14½	12 1 0	Mather and Co.
Coitia Lyss	52½	12 5 6	Walker and Co.
Meadow	2	12 3 0	ditto
Kerward	6	11 1 0	Mather and Co.
Hendre	110	11 10 6	Walker and Co.
ditto	6	11 6 0	ditto
Parys Mine	6½	11 8 0	Mather and Co.
Ironfownog	20	11 10 6	Walker and Co.
Ditto, Round	10	12 16 0	Mather and Co.
Deep Level	45	11 7 6	Walker and Co.

Total, 317 tons—of which Walker and Co. purchased 279¾ tons, and Mather and Co. the remaining 37½ tons.

The *Morning Post* remarks, that the absence of any of the higher-priced silver-lead of Cardiganshire from these ticketings is owing to the frost having interfered with dressing. The home consumption of lead continues to increase, and the price of metal gradually to advance. The price of lead at Hull is 20*l.* per ton, and 20*l.* 10 refined. The *New York Enquirer* of the 30th ult., quotes the price there at 21*l.* pe (English weight) after deducting for the exchange. The increase of price in Am taken with the advance of freight, forbids its importation to compete with our own British market or in the nearer ports of Europe. The attention of speculators has of late to lead mines. The silver-lead and lead mines of Cardiganshire, from their gical advantages, the high price of some of the ores, and the economy of workin mines by water power, together with the success that has uniformly attended the caused them to be objects of inquiry amongst parties in the City, who are inc speculations of that nature.

We give our cheerful assent to the remarks of our contemporary: we kn authority, that a considerable quantity of lead has lately been exported from New York—recrossing the Atlantic to that country which, a few years ago, its capability to ruin the British Lead Mines.

LEAD ORE

Sold on the 10th of February, 1847.

Mine.	Tons.	Price.	Purchasers.
Wheal Mary Ann	42	£19 7 6	Walker and Co.

NOTICES TO CORRESPONDENTS.

It will at all times save much trouble, and frequently considerable delay, if communications are simply directed—

To the Editor,
Mining Journal Office,
26, Fleet-street, London.

Also, to avoid trouble, Post-Office Orders should always be made payable to William Salmon Mansell, as acting for the proprietors.

The Mining Journal is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained, before Twelve, of all the news agents, at the Royal Exchange, and other parts of London.

Our next Journal will be on the usual Enlarged Sheet, and will contain the correspondence and miscellaneous articles now necessarily omitted: also, the continuation of the Papers on the Gold and Silver Mines of the New World—the METALLURGICAL TREATMENT OF ORES—Reviews of New Works—Statistical Statements respecting the Copper Trade—&c. &c. &c.

Scotch Iron Trade.—A notice of the case "*Bull* v. *Bear*," will appear in next Journal.

Raw Coal in the Blast-Furnace.—In the letter of Mr. D. Mushet, jun., on this subject, in last week's Journal, *read*—"Even *through* this, energetic measures, and its extraordinary *constitution*, brought the furnace"—until, again, "the scourge inexorably, and the 'torturing *hour*, &c.:" further on, *dele* one of the "experiments." Also, in Errors of Ventilation in Mines, near the end, *read* "pother," *for* "bother."

THE MINING JOURNAL
And Atmospheric Railway Gazette.

LONDON, FEBRUARY 20, 1847.

The railway companies that have the 200,000 men employed on their respective works, may congratulate themselves on the dismissal of Lord George Bentinck's Bill for the loan of 16,000,000*l.*, to be raised by Government, for the making of railways in Ireland, as the effect of that measure would have been to remove from the railways now making in other parts of the United Kingdom, a large proportion of the *skilled workmen*, besides rendering money more difficult to be obtained, when required, *on the debentures of the railway companies whose works are now in active operation.*

Had Lord George Bentinck's measure been successful, *more earthworks* would have been commenced, and *less railways in active course of completion*: consequently, the interest it is more immediately our prerogative to watch—*i. e.*, the iron trade—is more benefitted by the dismissal of this bill than it would have been by its success. Many of the railways contemplated in the above grant of 16,000,000*l.*, will, with the cultivation of the waste lands and general improvement of the condition of Ireland, consequent upon the intended outlay by Government for agricultural purposes, *in due time be made, as other railways are making by private enterprise*, when confidence increases in the investment of capital in Ireland; and it is reasonable to expect the measures proposed by Government may materially assist in establishing this necessary confidence.

In the course of the debate on the foregoing measure, the advantages now experienced from the employment of labourers on railways, and the larger rate of interest derivable on capital invested in lines on which traffic is established, or commenced, were fully demonstrated, which, with the increasing disposition to lend money on approved railway debentures, are favourable indications of the money required *to complete the wide extent of railway on which labourers are engaged*, being, when required, readily obtained; and these railways *paying about* 260,000*l. per week at this time in labour*, will, at the moderate estimate, computed in this Journal, require, in the present year, a supply of iron equal to about *two million tons*—or the whole produce of England, Wales, and Scotland, allowing for an increase in the make of or near 500,000 tons.

The accounts from America continue to report an increased business to be doing there in Scotch pig-iron. We leave the iron trade to draw their own conclusions of the prospects before them.

THE MINING LAWS OF FRANCE.

As mining in France is, perhaps, making more rapid strides than at any former period, a few details as to the laws regulating the working of mines may not be uninteresting. In the reign of Henry II., the system of individual privilege was in full vigour, and gave rise to serious abuses; concessions were too frequently granted to favourites and parties, without ascertaining their intention or ability of properly working them, sometimes extending over an entire province, allowing the holders to work at the richest points, and spoiling the mines; while they injured and oppressed, in a thousand ways, the proprietors of the soil. It is, indeed, from this date that mining monopoly in that country may be dated, with all the excesses and inconveniences engendered by it. In 1698, however, the coal mines, which had been little cared for, and almost abandoned, in consequence of the great abundance of wood, became of some interest; and by a decree of the Council, the proprietors of land where coal existed were allowed to work them, without any further special authority from the State: this privilege was, however, much abused, and the mines were very badly worked—so much so as to threaten their extinction. New decrees were passed, and the mining laws were in a very versatile state until the breaking out of the revolution. The National Assembly received numerous addresses on the subject, and prepared a law to bring mining under a proper system—the great question to settle being, whether mines should be considered public or private property. Mirabeau contended that it was neither just, nor to the public interest, that mines should be considered as belonging to the owners of the soil; but by a law made in 1791, mines were considered private property, under a specific condition, that they should at all times be considered as at the disposal of the State, and worked by its consent, and under its surveillance. The owners had the preference of the concession; and in case they did not become the lessees, they received an indemnity, and had exclusive right to all that could be worked open cast, or to a depth not exceeding 100 ft. In 1806 another law was made, on the principle formerly supported by Mirabeau—viz.: that the right to mines did not exist in individuals, but should be held for the benefit of the State; and the law of Napoleon, holding that the right to mines should be created by the Government, and regulated by private laws, passed in 1810, and is still in full force; by it mines are thus classified—

"Are considered as mines, the stratum which contains veins, beds, or bunches of gold, silver, platina, mercury, lead, iron in veins or beds, copper, tin, zinc, calamine, bismuth, cobalt, arsenic, manganese, antimony, plumbago, and other metallic substances; sulphur, coal, fossil, wood, bituminous matter, alumen, and sulphates of a metallic basis, rock salt, &c.,

2. Those mines containing iron ores, called alluvial pyritous earths, which can be converted into sulphate of iron, aluminous earths, and peat.

3. Those quarries containing slate, brown freestone, building stone, and other marble, granite, limestone, gun flintstone, potters' earth, &c., worked in open air.

The above mines are worked by the proprietor of the land in virtue of his own right, or by the forgemasters, by permission, which, however, does not confer a right over the mine; neither can the high furnaces, or steam hammers, and other buildings, necessary for the treating of the substances extracted, be erected but by a Government order. Quarries and peat can be worked in open air, without any prior permission, under the inspection of the police, and by subterraneous galleries, in virtue of a Government license. With respect to what may be properly called mines, they cannot be worked unless by an Act of Concession, agreed to at a Cabinet Council, for which the parties have to pay a land tax to Government, and to the proprietor a ground rent for the surface, according to the productiveness of the mine. The lessee, or *concessionaire*, thus becomes the owner of the mine, which is saleable and transferable like all other property, under certain prescribed regulations, conformably with the civil code and code of procedure. The law, with a view to public interest, prohibits that mines shall be divided, or sold in lots, without a previous authority from Government, given in the same form as the concession—thus the lessees, or *concessionaires*, remain collectively responsible either to the Government or to the proprietors of the land. The Legislature has also taken great care not only as relates to the right to the mine, but has placed it under the authority of the State to see that the parties fully comply with the confidence imposed in them by showing their exactness in payment, and working in a manner so as to prevent accidents.

The law of the 21st of April, 1810, charges the engineers of mines—1. To exercise, under the orders of the Minister of the Interior and the *prefets* of police, inspection for the preservation of the buildings, and the security of the ground.—2. To pay particular attention to the method the mines are worked, and give every information to the proprietors on the defects and improvements requisite. If the works are confined, or suspended, so as to endanger public security, or restrict the demands of the consumers, the *prefet*, after having heard the owners, shall inform the the Minister thereof, so that they may be disposed of as he may think proper. The law with respect to the proper ventilation of mines, drainage, &c., is also very strict; and, if the parties do not comply with it, and carry on the works with as little delay as possible, the Minister has the power, if he finds they have not the pecuniary means of prosecuting them, to grant, after due notice having been given, a new concession to another party, or company, who can deposit ample security for carrying out the works to the full extent.

THE JOINT-STOCK BANKS OF LONDON.

There are at present five joint-stock banking establishments in London—viz.:

The London and Westminster Bank and branches.
The London Joint-Stock Bank and branch.
The Union Bank of London and branches.
The Commercial Bank of London and branch.
The London and County Joint-Stock Bank.

The following summary of their assets, liabilities, &c., as taken from the reports issued to their respective proprietary, to January, 1847, will show the progress they have made, and the resources they have within themselves to extend their operations:—

Name.	*Cap. Subscribed.*	*Cap. Paid-up.*	*Deposits.*	*Res. Fund.*
London and Westminster	£3,000,000	£850,000	£3,360,014	£98,248
London Joint-Stock	3,000,000	600,000	2,446,917	120,117
Union Bank of London	3,000,000	432,900	2,170,310	22,300
Commercial Bank of London	614,300	122,860	440,970	10,056
London and County	Not published	200,000	1,515,972	20,056
Total	£11,614,300	£2,146,350	£10,162,583	£250,787

Name.	*Amt. of Shares.*	*Paid-up.*	*Price.*	*Dividend.*
London and Westminster	£100	£20	£29	6 per cent.
London Joint-Stock	50	10	15½	6* ,,
Union Bank of London	50	10	12½	5 ,,
Commercial Bank of London	100	20	23	6 ,,
London and County	50	20	20½	6 ,,

* And bonus of 2s. per share.

THE LONDON AND WESTMINSTER BANK

Was instituted in the year 1834, and has branches in St. James's-square, Holborn, Whitechapel, the Borough, and Stratford-place. It is presided over by a direction, consisting of 13 directors—five of whom are trustees and registered public officers, agreeably to the Act 7 and 8 Vic., c. 113 (a mortgage), and other officers. It is the first joint-stock bank which was established in London, and has the largest amount of capital subscribed and paid-up. The amount of its deposits, or funds due to its customers and the public, is considerably larger than the other joint-stock banks; and there is great reason to believe that the next annual meeting of the proprietary, in April, 1847, will show an important increase in the extent of its deposits and its success. The dividend now paid upon the amount paid-up per share—viz., 20*l.* upon shares of 100*l.*—is 6 per cent. The paid-up capital being 800,000*l.*, it follows, that the directors have, unallotted, 10,000 shares, to complete the proportion of their subscribed capital—3,000,000*l.* The business of the bank is conducted upon the terms generally adopted by private bankers, with the exception of interest being allowed upon sums placed in its hands upon deposit account, and of accounts opened by parties who agree to pay a commission, in lieu of keeping a balance.

Next in importance and influence is

THE LONDON JOINT-STOCK BANK.

This establishment has a branch in Pall-mall. The direction comprises 21 gentlemen, of great practical knowledge and commercial influence; and, as in the preceding case, is conducted by a manager and other officers. The success which has attended the progress of this undertaking, is, by the report recently laid before the proprietors, more complete than that of the London and Westminster. It will be seen that the paid-up capital is 600,000*l.*, being 10*l.* per share upon the whole amount of their shares—viz., 60,000, of 50*l.* each. The amount due by the bank, to its customers and the public, is 2,446,917*l.*—being an increase of 241,133*l.* over that in July last. The amount of the "reserved fund" is 120,000*l.*; and the dividend 6 per cent., with a bonus of 2s. per share, or equal to 7 per cent. The net profits of the bank, for the half-year ending 31st Dec., 1846, show a clear dividend of 10 per cent; but the directors deemed it desirable to increase the reserved fund 7000*l.*, thereby making it 120,000*l.* The business of this bank is conducted on the following principles:—Regarding current accounts kept at the head office, interest is allowed, at the rate of 1*l.* per cent. per annum—calculated on the smallest balance which may appear to the credit of each account at the close of any day during the preceding month—provided the monthly minimum balance, on the average of the six months, be not under 200*l.* The bank does *not* allow interest upon current accounts at its branch in Pall-mall. Deposit accounts are opened with the public by sums being placed in the hands of the bank, for such interest, and for such periods, as may be agreed upon—reference being had, in all cases, to the state of the money market.

THE UNION BANK OF LONDON

Is the third joint-stock bank in London. It has two branches—one in Argyll-place, Regent-street, and one in Charing-cross, at the corner of Suffolk-street. The direction is composed of 14 gentlemen, of whom Sir Peter Laurie is the chairman. The management is entrusted to the manager and other officers. The paid-up capital is 422,900*l.*—being 10*l.* per share upon 42,290 shares; the subscribed capital being 3,000,000*l.*, in 60,000, of 50*l.* each, of which 17,710 are unallotted. The terms of business are:—To parties keeping current accounts, an allowance of interest, at the rate of 2 per cent. per annum on the smallest balance at the credit of their account at the close of business on any day during the month—provided that such balance shall not have been below 100*l.* On deposit accounts:—The rate of interest at present allowed on money so placed is 2½ to 3 per cent.—the same being subject to 10 days' notice of withdrawal. Sums under 150*l.* may be withdrawn without notice. These terms relate only to sums under 1000*l.* If of this amount, and upwards, they are received upon special terms, to be agreed upon between the manager and the depositor. If desired, bills, or promissory notes, including the interest upon them till maturity, will be issued to depositors. This bank pays a dividend of 5 per cent. to its proprietary; but, it should be borne in mind, that those proprietors who keep accounts at the bank receive a share of the profits, in the shape of interest.

THE COMMERCIAL BANK OF LONDON

Is much smaller than either of the preceding. There are 12 directors, and the business is conducted by a manager and other officers. Its paid-up capital is only 122,860*l.*, and the subscribed capital 614,300*l.* Originally, the amount of the shares was 100*l.* each, but they were, very wisely, reduced to the value of 100*l.* each, about 18 months since. In proportion to its small paid-up capital, it has kept pace with the other joint-stock banks—the amount of the deposits being 440,000*l.* This bank does not allow interest upon balances or current accounts. On deposit accounts interest is allowed, upon the terms of the other joint-stock banks.

THE LONDON AND COUNTY JOINT-STOCK BANK

Has branches at 43 places in the counties near London, besides the parent establishment in London, as an independent joint-stock bank. It is under the direction of 12 gentlemen, and the general manager and managers of the different branches. The paid-up capital is 200,000*l.*, and the amount of the shares 50*l.*, upon which 20*l.* has been paid.—Interest is allowed upon current and deposit accounts. The amount of deposits due to customers on these accounts was, by their report of 1846, 1,515,972*l.* This includes the 43 branches, and, therefore, forms no criterion of the extent of the London business; but, under any circumstances, that portion could not be very large. The bank pays a dividend of 6 per cent. to its proprietors.

It, therefore, appears that the gross amount of the subscribed capital of the first four of these banks is 11,614,300*l.*; and the paid-up capital of the whole, 2,146,360*l.* The gross amount of deposits in their hands, due to the public, is 10,162,583*l.*; and the gross amount of their "reserved," or "guarantee," funds, 260,787*l.* Four out of the five are paying 6 per cent.; and it may be expected, that, in the course of the present year, the dividend list will be still further improved.

PROGRESS OF FRENCH MINING INDUSTRY.

[From our Paris Correspondent.]

The Marine Department has put forth several advertisements of its intention to receive, in the course of a short time, contracts for the supplies of vast quantities of coal and iron; but as usual these advertisements have been crammed into odd corners of the *Moniteur*—a journal which few people read, and which certainly has no chance whatever of falling under the notice of persons engaged in the iron and coal trades, especially in foreign countries. The Minister of Marine is guilty of a gross and scandalous breach of duty in not giving the very widest publicity to his contracts. Publicity would draw competitors, and competition would turn to the advantage of the Government, by enabling it to release itself from the little knot of scheming speculators that at present monopolise all its contracts to the grievous injury of the public purse. Is it conceivable that, when an important administration requires a vast quantity of *English* coal, it makes no advertisements in England? Yet that is what is done by this Ministry of Marine. It may be true, that, on the day on which the contract for the coal is to be entered into, three or four representatives of English houses will be present; but if it were as widely known in England as it ought to be, that a contract for several thousand tons of coal was to be received, there would, in all probability be, not three or four, but 30 or 40, English competitors. It is, however, useless to complain, for the Marine Department is incorrigible, and even seems to think it its duty to show the most audacious negligence in all things, and to squander the public money with reckless profusion. The contracts advertised for are as follows:—On the 2d of March, at the Ministry of Marine, Paris, 2,500,000 kils. of English coal for Gabon—of which 500,000 kils. are to be delivered in July; 1,000,000 kils. in August; and 1,000,000 in September; particulars of the terms of the contract may be obtained, on application, at the offices of the Marine Department in Paris, Dunkerque, Havre, St. Servan, Nantes, Bordeaux, and Marseilles—but nowhere in England! On the 6th of March, 1,100,000 kils. of coal at Brest; on the 13th of March, 63,700 kils. of lead at Lorient; 15th of March, 5294 and 175,870 kils. of copper at Rochefort; and 13th of March, 26,598 and 383,364 kils. of sheet-iron at Nantes.

Messrs. Schneider and Co., of Cruezot (one of the most eminent iron establishments in this country), have, by legal acts, prolonged the existence of their company for 10 years and four months—that is, up to 30th of April, 1859. The amount of their capital is fixed at 6,000,000 fr. (240,000*l.*)

Experiments are being made at Brest of galvanised iron as a substitute for copper in vessels of war. It is expected that the result of them will be to demonstrate that the galvanised iron is superior in every respect to copper for shipping purposes, and is, besides, infinitely cheaper. If this be the case, a not unimportant addition will be made to the demand for iron.

A new company, with a capital of 12,000*l.*, is now being formed for working certain coal-pits at Kosved-Szalka, Bajla, and other places on the estates of the Prince de Kopacsy, in Hungary. The amount of capital shows that the company is of no great importance; but its formation affords a new proof of the favour with which French capitalists at present regard foreign mining speculations; and it also shows that they are becoming aware of the mineral wealth of Hungary. That country, I am assured, is extraordinarily rich in coal, iron, lead, copper, silver, and gold—the greatest part of which has never been touched. It is a pity, I think, that our mining adventurers do not turn their attention to that part of the world. The French have entered upon it; and, if they be allowed to remain in exclusive possession of it, will, in a few years, run away with the best of everything.

Without counting the large stake French capitalists have in the mines of the Asturias, there are at least four companies, composed principally or exclusively of Frenchmen, for working different mines in Spain, and all these companies are of recent origin—viz.: the *Mines d'Espagne*, with a capital of 200,000*l.*; the *Mines de plomb argentifere de la Beira*, with a capital of 48,000*l.*; the *Mines de plomb d' El Criadero*, with a capital of only 5000*l.*; and the *Mines de Linares*, capital, 160,000*l.*

A company exists in this capital for insuring railway travellers against accidents—or, to speak more correctly, for insuring them a pecuniary compensation, in case of accident to life or limb.

The *Journal des Chemins de Fer*, in its new capacity of Mining Journal of France, publishes a mass of figures relative to the consumption and production of coal—all which figures are extracted from the report of the Government mining engineer; but your worthy contemporary is sadly behind hand with its intelligence—all of it having appeared months ago in the Paris correspondence of the *Mining Journal*.

Experiments have been continued with great success on the atmospheric branch of the St. Germain's Railway. Trains of 42, 58, and 60 tons, ascended the remarkably steep incline at the rate of from 32 to 40 kils. per hour. A locomotive also succeeded in ascending the incline with a train of 70 tons in three minutes. It is proposed to try a series of experiments between the atmospheric and the locomotive systems—the result of which will be of great interest. The incline on which they will have to be made is not less than 35 millimetres.

You may recollect, that some time ago the Government nominated a commission to inquire into the famous amalgamation of all the Loire coal companies, and to state whether it was or not likely to be dangerous to the public. This committee has recently addressed a report to the Government, in which it is understood to have declared in favour of the amalgamation. The matter, however, cannot yet be considered as settled, for it will certainly be brought before the Chamber of Deputies. The municipal corporation of St. Etienne, acting in the name of the inhabitants, strongly opposes the union of the companies, and seems bent on taking all the means in its power to prevent it. It has even gone the length of voting 400*l.* to a committee of its body, for the purpose of enabling them to come to Paris to conduct the opposition to the measure. The inhabitants of the Loire districts generally seemed to be warmly opposed to it, on account of its creating such a formidable monopoly. The local newspapers are full of the matter, and everything betokens that the companies will have to sustain a long and violent struggle. Statements are already put forth on both sides, of the most contradictory character. The opponents of the amalgamation assert that the united companies have increased the price of their superior coals on several occasions, but in such small sums as to be scarcely perceptible to the public; whilst, as to the inferior qualities of small coal, they assert that an advance equal to 20 per cent has been made; they assert, too, that the wages of the miners have been reduced, and that additional labour has been exacted from them. On the other hand, the united companies and their partisans boast, that great things have been done for the miners and their families; that, for example, hospitals have been built, medical attendance supplied, schools founded, food sold at reduced prices, &c.—so that, in fact, the men are happier now than they ever were before. It would at present be premature to enter into a lengthened examination of these assertions and counter assertions; and, to save your readers the weariness of repetition, I propose to withhold what I have to say on this important subject of the amalgamation of all the Loire coal companies into one concern, until it shall be brought before the Chambers.

A St. Dizier letter of the 11th says:—"*Fers lamines* have just undergone a slight decline—the causes of which can only be attributed to new arrivals, or to the precarious position of affairs. *Lamines au bois* are sold at 410 fr., and by assortment at 420 fr. The *semi-roches à la houille* are 390 fr. The *roches au bois* have only a nominal course, and few transactions take place in that description." In wood, nothing was done, and heavy falls of snow had put an end to labour in the forests.—*Paris, Wednesday.*

Increase of Duty on Iron and Coal in America.—We understand, it is now beyond doubt, that the Secretary of the Treasury will recommend an increase of 10 per cent. on iron and coal—and a reduction of 10 per cent. in scythes, axes, and other manufactured articles.

Important to Shareholders.—The following clause, showing the illegality of the sale of shares in any company before complete registration, is contained in the Joint-Stock Companies' Act:—"That until such joint-stock company shall have obtained a certificate of complete registration, &c., it shall not be lawful for any person to sell or mortgage his shares; and that every contract is void, and every person entering into such contract shall forfeit a penalty not exceeding 10*l.*"

Superiority of Cornish Engines.—We are happy to state, that the engine constructed by Messrs. Harvey and Co., of Hayle, Cornwall, on 3rd inst. commenced working at the Green-lane Water-Works; and such is the excellence of the machinery, that not a single joint was found to be defective, nor was there the slightest appearance of leakage. Mr. Loam, the manager for the contractors, declared that he never started an engine with so much satisfaction. The engine is now lifting 900 gals. per minute.—*Gore's Advertiser.*

Original Correspondence.

CARBO-OXIDE.

Sir,—That such a compound of iron, carbon, and oxygen, enters into the composition of wrought, or bar-iron, is clearly impossible. Analysis has never detected in wrought-iron the slightest trace of oxygen, so that no compound of oxygen with iron can exist in iron of this description, whether it be hammered, rolled, or "squeezed," as the latter abortion of all improvement is called. Whenever cast-iron is comparatively free from phosphorus, arsenic, and sulphur, in combination with the iron, the fibre, strength, and hardness of the bar-iron prepared therefrom, will depend solely upon the uniformity of the privation of carbon throughout the mass. If the carbon has been almost completely and uniformly dissipated, the fracture of the bar will exhibit a perfectly fibrous structure; if, on the other hand, the carbon shall have been partially, or only locally, got rid of, the bar will exhibit a coarse granular fracture, or a mixture of fibrous and granular structure; and this defective structure is but too prevalent in bar-iron prepared from cast-iron, by the ordinary method of puddling, arising from the impossibility, by mere manual labour, of exposing every portion of the puddling-furnace charge to the decarbonating action of the flame. When, however, the process of decarbonation is assisted and accelerated by the introduction into the puddling-furnace of an oxidized substance finely pulverised, such as hematite, tin-scale, mill-scale, lime, clay, manganese, &c., which, by an uniform dispersion throughout the charge, presents its oxygen to the carbon of the cast-iron, thereby depriving the iron of its superfluous carbon, and becoming itself metallised, then only does the process of puddling become available for the production of a superior quality of bar-iron. When the puddled-balls thus produced are subjected to the action of a powerful hammer, not merely is the cinder, or glass, of iron forcibly expelled, but the particles of the mass are made to undergo, amongst themselves, an amount of friction proportional to the force of the blow, whereby intense heart is generated, and a portion of the cinder is deoxidized by the remaining particles of carbon, which pass off with the oxygen as carbonic acid; whilst the lump remains beneath the action of the hammer, and until every atom of cinder has been expelled. When puddled-balls are simply rolled, or squeezed, and then rolled into mill-bars, a far lesser amount of internal friction takes place amongst the particles of iron—less of the latent carbon is dissipated, and the bar-iron obtained is in consequence more granular, and less fibrous than bar-iron drawn under a hammer. By piling and reheating rough bars, so as to enclose their oxidized surfaces, and then subjecting them to the action of a hammer, a still further privation of carbon is effected by the deoxidation of the included oxidized surfaces, and the bar thus manufactured is again more fibrous than were its component parts when piled for reheating. Hammer scale being an oxide of iron, is of service in the puddling-furnace—but it is a poor substitute for finely-pulverised hematite, as it is more or less mingled with silica, and yields up its oxygen more slowly to the carbon of the cast-iron. When oxides are thus introduced during the process of puddling, carbonic-oxide is formed, passing rapidly into carbonic acid, by union with a portion of the carbon of the fuel; and if carbon be added, in mixture with the oxide, this chemical action is facilitated—the carbon, chemically combined with the iron, uniting with the oxygen of the auxiliary oxide to form carbonic-oxide whilst the carbon, mechanically combined with the auxiliary oxide, unites with this carbonic oxide to form carbonic acid gas, which then passes off. Thus, gray cast-iron, which is, in fact, nothing more than white cast-iron, with a mechanical admixture of carbon, offers greater facility in puddling, towards the production of a superior kind of bar-iron, than white cast-iron can possibly afford. That puddled iron should retain a portion of the cinder, or *carbo-oxide*, is as improbable as that quicksilver should retain within itself particles possessed of a lesser specific gravity than that substance. The form of the hammer, or of the rollers, which is sufficient to compress and unite the dense and heavy particles of iron, is far more than sufficient to expel every atom of the lighter and more fluid glass of iron.

So in welding—the surfaces to be applied are brought to a state of semifusion, and are, of course, oxidized by the blast of the bellows upon their outer surfaces; and when placed in contact, and struck by the hammer of the smith, the glass of iron, which encases them, flies off on every side, and the partially-fused surfaces unite. That this carbo-oxide has nothing to do with the welding of the iron, may be easily made manifest, by subjecting pieces of bar-iron, filed bright, to a welding heat, enclosed in a crucible; free from the access of air, the welding will take place quite as well as if oxygen and carbon had been present. I cannot agree with "Scrutator," that perfectly *pure* malleable iron is deficient in strength or hardness; but its hardness is not of that pernicious character which characterises ordinary bar-iron, arising solely from imperfect dissipation of the latent carbon, and invariably accompanied by a degree of brittleness, or cold shortness, in exact proportion to its hardness. Perfectly pure, or nearly pure, malleable iron, can only be produced by the fusion of a pure oxide, without the presence of carbon; and iron thus produced combines in itself the maxima of hardness, toughness, strength, and ductility. To obtain the best quality of bar-iron from the impure pig-iron, which, upon a large scale of manufacture, must always be produced, the gray pig-iron as run from the blast-furnace should be at once deprived of its carbon, without undergoing the deteriorating processes of refining and puddling; when this process shall obtain, and be adopted, the quality of British bar-iron will be raised as far above par, as it now falls under the standard of mediocrity; and we shall no longer meet with bar-iron exhibiting the granular structure of good cast-iron, but inferior far in point of strength, and possessing hardly a vestige of the characteristics of malleable iron, properly so called. I think that the puddled-ball, placed as "Scrutator" describes, in the reheating furnace, would merely resolve itself into glass of iron, as layer after layer of the metal became oxidized, and, therefore, more fusible than the nucleus of iron.—R. Mushet: *Coleford, Feb.* 8.

ORGANIC REMAINS.

Sir,—The announcement by Mr. Mushet in your last, of organic remains having been found in the granite of Guernsey, is a new fact to me, and, I doubt not, to geologists generally; and we certainly should be careful to distinguish the circumstances under which granite is found. That it is of different eras of formation, there can be no doubt; and the mineralogical structure of the rock is so very various, as to lead us to believe that granite is a very indefinite term, and its members singularly diversified; besides, syenite has been often confounded with granite, and there is a granite which is syenitic in its character. When we consider the phenomena of the granitic veins in the Island of Arran, traversing the clay slate, it seems impossible to view the granite otherwise than having been injected in a state of igneous fusion. On the other hand, there is, if I remember right, in the Scilly Isles, what has been called "regenerated granite." It is quite conceivable that organic remains might be enveloped in *reconsolidated* granite, resulting from the degradation of granite rocks, and their subsequent agglutination. As I shall probably have soon the opportunity of investigating the circumstance in *propria persona*, I should feel obliged if Mr. Mushet would state precisely the locality in Guernsey where the palæozoic granite may be examined *in situ*.

Basalt includes a variety of members, as whinstone, greenstone, &c. It is certainly impossible to regard columnar basalt as that of the Giant's Causeway, Staffa, Lago Bolsenna, &c., otherwise than of igneous origin. At the same time, it is quite conceivable, that from partial and imperfect fusion, organic bodies might escape entire obliteration, and some trace of organic structure might still remain. If I mistake not, Professor Silliman, of Yale College, U.S., has referred to facts in corroboration; and I think I have noticed among the lavas, and other ejectæ of Vesuvius, phenomena which might serve to validate the conclusion; besides, it occurs to me, that both *bituminous and liquid* matter have been found in basalt.

The mere *specific gravity* of gneiss and primitive limestone, as referred to by Mr. Mushet, in antagonism to my views, does not, in the slightest degree, *in my estimation*, invalidate the position. As the Biblical narrative forms no part of my present argument, I must leave that question in Mr. Mushet's hands, only reminding him that the cases I have cited, of the organic remains of man, give "no uncertain sound." I did not refer to an isolated or disjointed fact, but to several facts clear and unequivocal; and which, in all honesty, must be viewed in their aggregate character and integrity. Mr. Mushet might as well enter his caveat against the remains of quadrumana, as having been found in the tertiary formation—a comparatively recent discovery. Mr. Mushet is, no doubt, aware that his assumption directly contradicts Buckland's version of the demiurgic days. He seems also to express himself in favour of a *universal* deluge, repudiated by Buckland, Lyell, Phillips, Sedgwick, and others. As I am contending for, and with, matter of fact, and not matter of opinion, I must henceforth entirely decline to notice any remark, incidental or otherwise, on the facts I wish to put on record in your pages, leaving them to their ultimate fate. Facts, not fiction, is my end and aim. J. Murray.

Portland-place, Hull, Feb. 16.

THE COST-BOOK SYSTEM.

Sir,—May I ask the favour, through the medium of your Journal, of an answer to this question:—Is a sale of shares before the grant of a lease, legal? The following are the particulars:—On the 5th July, 1845, I buy of J. L. five shares in a mine, asserted by him to be called ——: I receive from F. T., "purser *pro tem.*," the accustomed letter of the receipt of transfer. Being introduced to J. L. by a gentleman of respectability, I did not put the question—have you a title to transfer? The fact is, however, that at the time of such transfer, no title had passed from the proprietor of the mine to any individual, nor has any passed to the present time. Be pleased to acquaint me what course I should adopt. I am advised that the transfer is based in fraud; but, as the law of the Cost-book System is in many respects peculiar, and one also to which your Journal has been of late freely open for inquiry, I trust I may be excused for thus troubling you.

Feb. 15. W. J. H.

STAFFORDSHIRE COAL SEAMS—THICKNESS.

Sir,—It having been stated that there are seams or beds of coal in Staffordshire 15 yards and upwards in thickness, you would much oblige by either confirming or negativing such statement.

Manchester, Feb. 15. A Constant Reader.

[We have never heard of a bed 45 feet thick; but the 10-yard coal is worked, and which we believe to be the thickest known.]

VENTILATION OF MINES—Dr. CLANNY'S LAMP.

Sir,—It was not my intention to notice the unjust and very erroneous attack made upon me and my new safety lamp, in the penultimate Number of the *Mining Journal*—but having a few days ago received a letter from a much-valued friend, in which he urges me to refute the concluding paragraph of the person who, under the letter "V.," dated from Newcastle, I think it my duty to attend to his advice, though the task is anything but agreeable to me, as an individual desiring to live in peace with all the world. I will not trouble your readers and yourself by quoting any paragraphs from the said anonymous correspondent. I am well assured that no person in Newcastle would thus attack me, for the inhabitants of that great town have too much courage to write against me anonymously, as I have experienced for nearly 50 years.

The *anonymous* correspondent risks the *bold* assertion, that my new safety lamp is unsafe on account of its glass cylinder—than which nothing can be more incorrect or unjust. The fact is, that the strongest and most safe part of the cylinder of this safety lamp, is the despised glass of the anonymous person, for it is so constructed, as to surround the flame—is exactly, when in its place, $1\frac{3}{4}$ in., $\frac{1}{2}$ in. in thickness, and $1\frac{3}{4}$ in. in diameter, inside measure. The glass is of the first quality and purity. The atmospheric air readily finds its way downwards to the flame within the glass cylinder—consequently, the glass is never heated, as far as I can ascertain, above the 110th or 112th degree, as has been many times proved—not even in any of our fiery mines. This safety lamp has often been dipped in cold water, after it had been lighted in some of our deepest mines for several hours; and a fracture even of the glass did not take place; nor has accident, as far as I can learn, taken place in using my new safety lamp; but, on the contrary, in two extensive collieries the pitmen petitioned, verbally, that this safety lamp might be given to them as a boon, which was granted. In other coal mines this safety lamp is employed in dangerous places. After trials of at least five years, I have never yet heard a whimper of disapprobation of my safety lamp in respect to its safety, or deficiency of light, except by the above-mentioned anonymous correspondent. I have in my desk a list of the names of the collieries in which my safety lamp is patronised, and will have much pleasure in showing it to any respectable person who may be desirous of seeing it. I had, more for the satisfaction of those who employ this safety lamp, ordered brass *grill*, lest the glass might by any chance be struck against any hard substance—but this precaution is not now in operation, as the pitmen prefer the greater light without it, and it is now made at the manufactories without this guard: so much for danger. I am afraid in defending myself, and maintaining the truth, that I may appear egotistical—far from it, but quite the contrary; for, as a man conversant with science, I have had more honours conferred upon me than I have deserved, and desire nothing more. A friend of mine leaves this for London in a few days, and by him I will send you one of my safety lamps for the inspection of yourself, and such friends as may be inclined to call at your office, in order to see it.—W. Reid Clanny: *Sunderland, Feb.* 17.

VENTILATION OF MINES—Dr. CLANNY'S LAMP.

Sir,—I observe, in your last Number, an anonymous attack upon "the improved Clanny safety lamp;" and, were it not for *obvious reasons*, I would not condescend to notice it—besides, some persons may be led to oppose that which is just and right. I will premise my remarks by inclosing a *brochure*, entitled, "Testimonials on behalf of Dr. Clanny's improved safety lamp," which I happen to have by me, and which will set the matter at rest, containing the commendations of 10 persons in its favour, and those persons of great respectability as colliery viewers, and as men of science. In respect to my humble communication, *upon principle*, in behalf of Dr. Clanny, I will only give one common quotation from Latin—"*Non eget tali auxilio.*" In continuation, I now refer to your last Number; I will not give you the trouble of reprinting the most incorrect and unauthenticated remarks, or rather unauthenticated strictures, under the anonymous letter "V." In the first place, Dr. Clanny's safety lamp is more safe than any other ever given to the community. In the second, I am satisfied that, at least in 8 or 10 collieries, they are in use; and that, in Mr. Alderman Copeland's collieries, in Staffordshire, the pitmen refused to use any other than the "Clanny" since the 5th of Jan., 1845; also, in the great coal mine of Messrs. Pemberton and Co., at Monkwearmouth, this safety lamp has been substituted for the "Davy" for some time—in a word, the "Clanny," from my knowledge of two manufactories in Newcastle-upon-Tyne, in which the Clanny safety lamp is manufactured, the impression has for some time been entertained that none but the "Clanny" will be used henceforth in our collieries. The guard, or grill, surrounding the glass of the "Clanny," is now disused, as the well-annealed glass, which surrounds the flame *is half-an-inch in thickness*, and is never heated when in use, above 110° or 112° of Fahrenheit's thermometer, even in an explosive atmosphere—therefore, neither the "heat of the flame, nor the water of the wet mine," can, by any possibility, produce a "fracture of this glass, nor cause an explosion." "Twas I who made the giants, and then I slew them," which the letter "V." may take for his motto. The said personage also states, without the least authority or justice, "That such a construction" (viz.: the "Clanny") has been condemned almost universally, both by practical and scientific men. Now, what is the fact? I protest I have not seen, in print or writing, one word which bears the letter "V." out; nor have I heard in the counties of Northumberland or Durham, well known to me, any *viva voce* remark to that effect, except the observations of Dr. Murray in your valuable Journal; and to this I will make, if needful, a voluntary oath. Dr. Clanny, it is well known, not only "attempted," but had the gratification of carrying into a coal-field of fire-damp his original safety lamp, for which he was awarded to my knowledge the highest honours which the Society of Arts can bestow, and which he considers almost equal to the star which he proudly bears upon his breast as a man of science. Dr. Clanny's original safety lamp was continued in use in the Harrington Mill-Pit and the Lecfield Collieries, in the county of Durham, till they were superseded by his steam safety lamp. Let the viewers, or pitmen, answer the false and libellous slander, that "his friends should attempt to foist the most dangerous that was ever projected into the fiery mines of Britain." None but an anonymous writer could dare to make such an *unfounded* and *unjust* assertion, and for which he will have to answer elsewhere. Again, we have the notable words of the "snake in the grass." "I would, in the mines under my charge, infinitely prefer *Dr. Murray's mica to Dr. Clanny's glass, and so would every miner I have spoken to upon the subject.*" So "V." calls himself a viewer; I will venture to challenge this pseudo viewer, or pseudo philosopher, to come forward, and I will prove him to be ignorant of the subject, and a traducer. Again, we have, "*glass lamps will never be employed in our mines.*" Let the several mines in which the "Clanny" is employed, and also the coal mines in which it is coming into use, in Staffordshire, Monmouthshire, Northumberland, and Durham, give the lie to such an assertion. Again, I will remark, that, from the *safety* and *strong light* afforded by the "Clanny," it may be called the "pitman's pet." I am sorry that, a sincere friend and admirer of Dr. Clanny, as a man of science and humanity, I have been betrayed into strong expressions; but I confess I was indignant that an anonymous writer was permitted to place before the world such a production as that which appeared in your last Number. "He that runs may read." My friend, Dr. Clanny, may say, in good truth, in the words of our immortal bard—"Let the galled jade wince, my withers are unwrung."

Kirkby Stephen, Feb. 8. T. R. Torbock, M.D.

VENTILATION OF MINES—Mr. GIBBONS.

Sir,—At the present stage of the discussion between your several correspondents on this important subject, I feel myself called upon to state a few facts, which would only have been an act of justice on the part of Mr. Gibbons to have stated in his pamphlet on mining, before allowing it to go before the public. He states that his Kingswinford Colliery is, and has been, perfectly free from inflammable gas, and that his workmen have suffered no inconvenience whatever: allow me to ask Mr. Gibbons, how it was that Charles Tomlinson, and a lad named Henry Oakley, were, by an explosion of *fire-damp*, on the 6th of April last, so severely burnt at his Kingswinford Colliery, as to be unable to resume their work for *six weeks*? Also, on the 7th of last April, John Kaley, *alias* "Pottery Jack," so severely burnt by an explosion, as to be unable to return to his work for *one month*. I would ask, how came this about, with a pit so free as represented in his pamphlet? Doubtless, your readers are well aware that this is the colliery where Mr. Gibbons tells us his improved mode of ventilation is brought to such perfection. These are stubborn facts, and obtained from the lips of the men who suffered; and if Mr. G. had done the public that justice which was due, there would have been no necessity for the present exposure. When Mr. Gibbons was speaking of the cost of his air chimney, I think he would have been nearer the mark to have stated 14*s.* or 15*s.* a yard, instead of 5*s.* or 6*s.*, which, if there is to be two, would form a considerable item in the cost of construction, in a pair of shafts of 140 yards deep, together with a ventilating stack 100 ft. high, which would, probably, cost 300*l.* more; and if fire is requisite, there will be entailed for attendance another 100*l.* per annum—and when all is done, what is it? *I* would say, not half so effectual as the present powerful furnace system, as the whole column of air, 7 ft. diameter, rushing down the downcast shaft, has to be discharged after expansion has taken place through that throttled aperture, the summit of the ventilating stack, which I presume would be "shaving rather too fine," with all the liability of his air chimneys being pulled to pieces, by getting the upper or lower seams. Your correspondent, "W.," in reply to "V.," in the *Mining Journal* of the 31st January, says Mr. Gibbons has never intended abandoning the use of *fire*; but allow me to refer "W." to the following extract from Mr. Gibbons's pamphlet, at page 3 (though, I must say, not very courteously towards those gentlemen, who, I presume, have laboured more for the amelioration of the miner than Mr. Gibbons has, and surely deserve a meed of praise, or a passing notice); he says, "let me here protest, *in limine*, against *all artificial* modes, and in this category I include *fire*; I condemn them *in toto*, as snares and delusions under the guise of protection. Fire for the purposes of rarefaction of the air may, in some cases, prove an useful *auxiliary*, but can never be relied upon for a protector. It may be *out* when it ought to be *in*, and then what becomes of the family committed to its guardianship. By the term *artificial*, I mean all *power* which is *not* self-acting, but requires the constant action of machinery or the *aid* of men."—With respect to obstructions to air currents, I see Mr. D. Mushet, Jun., has been pleased to give us a recapitulation of Mr. Gibbons's note at page 6 of his pamphlet, in the Journal of the 6th inst. According to the old system, Mr. G. says, that it acts highly detrimental to the ascending current to have an empty skip or corfe running down the shaft against such current, but neither Mr. Gibbons nor Mr. Mushet say one word against the current descending against a *loaded* skip or corfe coming up the downcast shaft; in the latter case with its size augmented at least one-third, and the resistance offered, of course, is in proportion. Far be it from me, Mr. Editor, to throw any impediment in the way of an improvement that is calculated to ameliorate the condition of the miner: I am fully convinced that a discussion of no subject will be hailed with more pleasure by the correspondents of the *Mining Journal*, than the one in question; but for the full development of a sound principle, nothing is more requisite than that it should be conducted with truth and impartiality—a step towards which I hope I have taken, and for the space allotted I feel grateful.—Henry Johnson: *Dudley, Feb.* 15.

THE ATMOSPHERIC SYSTEM.

Sir,—By giving further consideration to the subject of a stationary mercurial gauge, indicating the highest mean velocity which can be attained on an atmospheric railway, I have arrived at this conclusion—viz., that that sign would not exist with an atmospheric apparatus properly constructed—consequently, it is not identified with the principle of that system. In page 9 of Mr. Stephenson's report on the Dalkey line, there is an account of 10 experiments; the first three agree with the theory I have advanced on this subject in my former letter—but the remaining seven do not, having indicated a stationary mercurial gauge, and uniform velocity to the trains. My object now, is to show that the first three were sound in principle, but that the other seven went beyond the capability of Mr. Samuda's apparatus to give a faithful result. In doing this, I shall state the pressure per square inch on the tube piston, calculated from the mercurial gauge, and also six of the experiments in Mr. Stephenson's report.

Pressures.—1st, 6·95 lbs.; 2nd, 8·49 lbs.; 3rd, 8·89 lbs.; 4th, 9·4 lbs.; 8th, 10·52 lbs.; 10th, 11·23 lbs.

"The first train was 23·2 tons weight, and was started with a vacuum of 8·3 in. of mercury; the velocity was accelerated up to 30 miles per hour, and the barometer rose to 13.7 in.

"The second train was 24·7 tons weight, and started with a vacuum of 8·0 in.; the velocity was gradually increased, until it reached 35 miles per hour, the barometer having risen to 16·7 in.

"The third train was 25 tons weight, and started with 9·7 in. vacuum; the velocity was accelerated to 35 miles per hour, and the barometer rose to 17·5 in.

"The fourth train was 26·5 tons weight, and started with a vacuum of 8·7 in.; the velocity and pressure attained a steady maximum of 34·7 miles per hour, and 18·5 in. of mercury.

"The eighth train was 36·8 tons weight, and started with a vacuum of 10·7 in.; the velocity and pressure attained a steady maximum of 28·3 miles per hour, and 20·7 in. of mercury.

"The tenth was 42·5 tons weight, and started with a vacuum of 8·6 in., having been slightly assisted in starting by the downward incline; the velocity and pressure attained a steady maximum of 25·7 miles per hour, and 22·1 in. of mercury."

With reference to these experiments, Mr. Stephenson observes (p. 2, 3)—

"Suppose that a train of a given weight were attached to a tube piston, it is clear that no motion would take place until the air in front of the piston was sufficiently exhausted, to cause an excess of pressure of the atmosphere on the opposite end of the piston, equal to the resistance of the train, when the train would be started, and acquire an accelerating motion until the maximum velocity was attained, which would then continue uniform—that is, until the space passed through by the piston in the tube, during a single stroke of the air-pump, should equal the content of the air-pump. Hence, we perceive, that whether the train be great or small, provided it can be put in motion, the maximum velocity attainable (by the atmospheric system) will, in all cases, be the same; and it is this part of the motion that we are chiefly interested in investigating."

To show the fallacy of this opinion, which I wish to do with as much respect as possible, I shall suppose a snow-storm has stopped the traffic of an atmospheric line, and the mechanical action of the tube and valve is not injured thereby. Then, were a piston prepared to carry the mail bags within the tube, free from all outside appendage, if Mr. Stephenson's theory be correct, the mail, when conveyed in this way, by the piston alone, would not attain a greater velocity than due to the train at other times! The velocity of the atmosphere into a perfect vacuum is somewhat near 900 miles an hour. I ask that scientific body, called the Society of Civil Engineers, if they see any impossibility of the piston, when thus freed from atmospheric resistance, save the little it meets within the tube, attaining a velocity of 200 miles per hour? The external atmosphere being admitted to propel the piston immediately behind it, does away with the evil which might otherwise exist, did the air which propels the piston come from the extreme end of the tube. If in this there be a semblance of truth, is it prudent to incur the present public expenditure on railroads of a different description, with no better warrant for the safety of life and limb, than by *signals* and *electricity*? When the experimentalists on the Dalkey line affirmed, that the tube piston overtook the air-pump piston, and afterwards followed it up through a space in the tube the cubical content of which was equal to the cubical content that was passed through by the air-pump piston in the same time, they flattered themselves that they had discovered a principle which limited atmospheric propulsion to locomotive engine speed; "and it is this part of the motion that we are chiefly interested in investigating," they said.

By the first, second, and third experiments which they made, the tube piston did not overtake the air-pump piston at a velocity of 35 miles an hour; so says the mercurial gauge, for it kept rising, and the trains kept accelerating to the end of the experiments. According to the mercurial gauge, however, the tube piston overtook the air-pump piston, in the tenth experiment, at a velocity of 25·7 miles an hour! How is this? Simply, after the third experiment, the atmospheric pressure upon the tube piston

valves, and valves of the air-pump, was increased to 9·4 lbs. upon the square inch; and this pressure being beyond their perfection, caused a greater leakage into the vacuum tube and air-pump cylinder, than the motive power of the engine could control. The natural result of this was, these chambers were kept in a uniform degree of rarefaction—consequently, a steady mercurial gauge, and a limited uniform velocity to the train, were inevitable.—J. WHITE, C.E.: *Walcot-place, Kennington, Feb.* 17.

DOUBLE WHEEL SYSTEM OF RAILWAYS.

SIR,—Having read the papers of "Geometricus," "G. M. T.," &c., as to the mathematical defects in railway construction, and there being unanswerable objections to a revolving flange, I send you a description of a plan which has occurred to me, elaborated by much reflection, which will produce the action of plane surfaces rolling on other plane surfaces. A cylinder rolling on a plane, is the true theory of locomotion—a desideratum which this plan will supply. Let the rail be so rolled that it forms two plane surfaces, inclining outwards and inwards, from the centre downwards, at an angle of (say) 15°, with a guide ridge in the centre of about an inch high. To proper bearers, which must be sufficiently deep to allow one of each pair of wheels to revolve beneath the carriage, are fixed double axles, each end of which inclines downwards at an angle of (say) also 15°, to correspond with the inclination of the planes of the rail. A section of each double wheel and axle, when mounted, would thus form a figure much like an inverted V; the friction, jolting, and oscillation, occasioned by the flange be avoided; and, it appears to me next to a moral impossibility that the carriages could run off the line—while, should even the breakage of one end of an axle occur, the progress of the train would not even be retarded.

Penzance, Feb. 10. A. T. J. MARTIN.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

MONDAY.....Lelant Consols Mining Company—at the mine.
Wheal Mary (Lanivet) Mining Company—Pearce's Hotel, Truro.
Baawen Iron Company—offices, at One.
Great Western and Wycombe Railway—offices, at Twelve.
Great Western and Uxbridge Railway—offices, at Twelve.
Taw Vale Railway and Dock Company—London Tavern, at Twelve.

TUESDAY.....Norfolk Railway—offices, at One.
Cornwall Railway—Assembly Rooms, Truro, at One.
General Steam Navigation Company—Offices, at Two.
Shrewsbury and Hereford Railway—British Hotel, Cockspur-street, One.
London and Blackwall Railway—London Tavern, at Twelve.
Metropolitan Sewage Manure Company—offices, at Twelve.

WEDNESDAY...Arigna Iron and Coal Company—offices, at Two.
Llynvi Iron Company—offices, at One.
South Wales Railway—Paddington Station, at Twelve for One.
Northern Counties Union Railway—London Tavern, at half-past Twelve.
Central of Spain Railway—London Tavern, at One.
County Fire Insurance Company—offices, at One.
Eastern Union Railway—offices, at One.

THURSDAY.....Bedford United Mining Company—offices, at Twelve.
Imperial Brazilian Mining Association—London Tavern, at Two.
Reading, Guildford, and Reigate R'way—London Tavern, Twelve for One.
Whitehaven and Furness Junction Railway—offices, at One.
Provident Clerks' Mutual Benefit Association—London Tavern, at Six
East Lincolnshire Railway—Crown and Anchor Tavern, at One.
East and West India Docks Company—offices, at Two.
Provident Life Insurance Company—offices, at One.
Vale of Neath Railway—offices, at One.
Charing-Cross Bridge Company—offices, at One.
Direct London and Portsmouth Railway—London Tavern, at One.
Cork and Waterford Railway—London Tavern, at One.

FRIDAY.....Consolidated Tretoil Mining Company—offices, at Two.
Canal des Alpines Company—offices, at One.
Camargue Estate Improvement Company—offices, at Two.
Thames Haven Railway and Dock Company—Guildhall Coffee-house, One.
Newry, Warrenpoint, and Rostrevor Railway—offices, at One.
Droitwich Patent Salt Company—King's Head Tavern, Poultry, at Two.
London and South-Western Railway—Terminus, at One.
Lynn and Ely, Lynn and Dereham, and Ely and Huntingdon Railway—London Tavern, at Eleven, One, and Two.
North American Land Association of Ireland—offices, at One.
Waterford, Wexford, and Wicklow Railway—offices, at Twelve.

SATURDAY.....Norfolk Estuary Company—British Hotel, Cockspur-street, at Two.
Furness Railway—offices, at Eleven.
West Cornwall Railway—offices, at One.
Irish Waste Land Improvement Society—King's Head, Poultry, Twelve.
Great Northern Railway—Hall of Commerce, at Twelve.
Caledonian Railway—Gibb's Royal Hotel, Edinburgh, at One.
London and Manchester Railway (Remington's)—London Tavern, Twelve

[*The meetings of Mining Companies are inserted among the Mining Intelligence.*]

MUTUAL LIFE ASSURANCE SOCIETY.

A numerous annual meeting of the members of this society took place at the King's Head Tavern, Poultry, on Wednesday, the 17th inst.,

RICHARD GODSON, Esq., M.P., in the chair.

The ACTUARY (Mr. Peter Hardy) read the minutes of the last annual meeting. The accounts were also read, and laid on the table for the inspection of the members.

Mr. HARDY then read the following report of the directors:—

REPORT.

So encouraging and satisfactory, in every point of view, has been the progress of the Mutual Life Assurance Society hitherto, that it truly constitutes a very agreeable department in the administration of the directors, to report to the general body of the members, at the close of each successive 12 months, what that progress has been during the previous year, and what is the then condition, and what are the future prospects of the society, which has been committed to their superintendence and government. Independently of the gratification which must naturally be experienced in announcing, from time to time, the steady advancement of the society, the directors look upon the rule which requires an official report from them at this season of the year, as one of the most wise and salutary regulations ever framed. The annual and open examination of the society's progress, expenditure, and actual condition, is not only satisfactory to the directors, and to the other executive officers, of the establishment, but it is manifest that it must act quite as beneficially for the society at large, as a safeguard to the members, a protection to their interest and stimulus to their future exertions. In conformity then with this rule, the directors' report having received from the public during the year recently expired, 159 proposals for new assurances to the amount of nearly 130,000*l*. The total number of policies issued up to the 31st Dec. last, was 1224, the total number at that time in existence was 984. The capital sums assured under those policies amounted to 688,388*l*. 15*s*.; and the annual income of the society from assurance premiums alone, was 23,514*l*. 11*s*. 11*d*. The capital of the society, up to the same date, consisting wholly of money in the public funds, and invested on sound securities, amounted to 105,128*l*. 0*s*. 3*d*. or very nearly one-sixth of the entire sums assured, or ultimate liabilities of the society. The amount of claims incurred by the decease of members during the past year has been considerably lower than the expected average, and very few members have withdrawn from the society by the surrender of their interests in the general fund. The directors cannot fail to ascribe this very satisfactory aspect of the society's affairs in part to the care and judgment of their medical officers, evinced by a careful exclusion of doubtful lives: in part to the moderation of the official expenditure; but chiefly to the rising public character which the society has acquired, by the steady adherence it has shown to the principles upon which it was originally formed, and by the valuable and important results which those principles have developed. The directors will now pass to the consideration of the subject of the society's surplus capital, and to report the amounts which have been added to the policies of the members of the present division.

The investigation for the year 1846 is the 13th annual inquiry, which has been made into the society's condition and prospects—it has been conducted with the same care and minuteness as on previous occasions, and the directors are happy in being enabled to add that it exhibits results equally favourable with those of former years. After an ample valuation of the society's liabilities, and one equally as cautious of its assets, the directors are enabled to declare (as already shown by the balance-sheet) a clear divisible surplus of 59,665*l*. 0*s*. 3*d*., equivalent to 7*s*. 8*d*. in every 1*l*. sterling contributed to the funds of the society. This surplus will enable the directors to augment the sums originally assured to the members under their policies for and during the current year, by as large amount of bonus (it can be confidently stated) as any institution for the assurance of life has hitherto added to the policies of its members in an equal interval of time. This assertion may be readily verified by a comparison of the additions made by other societies with the results contained in the following short table, usually prepared for this meeting, and which exhibits the sums actually added to the 10 oldest policies existing on the books of the society.

TABLE

Shewing the Additions actually made up to the 31st of Dec., 1846, to the Ten oldest existing Policies effected in the year 1834, *with the*

MUTUAL LIFE ASSURANCE SOCIETY, No. 37, OLD JEWRY.

1834. Policy, No.	Age at admission.	Sum assured.	Annual Premium.	Amount of Premiums paid without interest	Total addition in 1845.	Total additions in 1846.
1	29	£1900	£24 0 0	£312 0 0	£ 234 13 0	£266 0 0
2	42	2000	71 13 4	931 13 0	577 18 0	658 6 0
3	50	2000	90 13 4	1178 13 0	653 0 0	746 14 0
4	47	2000	82 11 8	1073 11 0	618 16 0	705 6 0
5	42	1650	72 5 3	940 1 0	510 10 0	583 18 0
6	21	500	9 13 6	125 2 0	104 16 0	120 0 0
8	58	2000	114 0 0	1482 0 0	805 1 0	903 0 6
10	76	1500	43 1 3	599 16 0	390 12 0	443 6 6
13	39	500	12 3 9	158 8 0	117 5 0	133 8 0
15	48	1000	42 10 10	553 0 0	318 4 0	363 8 0

These 10 eldest policies are merely selected for convenience, and as specimens from the books of the society of the amount actually added. Every policy in the society has a proportionate amount of addition written to its credit.

These very handsome and ample additions, together with the flattering and prosperous condition of the society in other respects, induces the directors to offer a few observations on the subject of the extent of the advantages which may in future be expected to be derived from the society. The circumstance that the capital is being rapidly augmented every year is not, taken by itself, any decisive criterion, although it is a fair presumptive proof of the actual prosperity of the society. But, as there is at the same time a probability that this quick growth of funds, and regularly increasing addition to the policies, may mislead the members into the formation of extravagant opinions respecting the future profits of the society, the directors deem it expedient to guard them against indulging in over sanguine expectations founded too early, merely on the rapid growth of the society's funded capital. It is scarcely possible at the present day, and under the existing circumstances of this country, that any life assurance society, whatever may be its nature, or whatever may have been its success, can look forward to promise to its members a larger amount of bonus on the average than cent. per cent. upon the sums originally assured; or, in other words, can ever (unless under a very remarkable combination of circumstances), pay to each member on an average, more than a double policy for every single one originally effected, however solid and ample the amount of this probable accumulation may be, and it must in fairness be acknowledged that it is both. It must yet be obvious to all, that some years must necessarily elapse, before this limit can be attained; and all that the rapid growth of the society's capital ought to indicate to a prudent mind, is that such limit is being thus more speedily and more surely attained, and that the members are in truth drawing from the society's successful career the greatest amount of benefit from the system of life assurance which can possibly be procured for them by the outlay of their premiums. The directors have, perhaps, the more urgently insisted on the foregoing considerations, because the Mutual Society was originally formed on a simple and unpretending basis; it has hitherto owed nothing of its success to the effects of empty representations or parade; and the directors are, therefore, the more unwilling that it should owe any assistance to mere statements, which, although rigidly true and correct in themselves, might yet without explanation be likely to mislead. In the declaration of every past division of profits, the directors have been uniformly governed by the sure and exact principles of strict computation, and they pledge themselves to the members, that neither the increasing capital of the society, nor any other apparent sign of accumulating wealth, shall ever tempt them to relinquish so wise and salutary a course.

While thus endeavouring to restrain, as well in themselves as in others, over-ardent expectations as to the future, it would be both unwise and ungrateful were the directors not to acknowledge their sense of the sound and really prosperous condition of the society at the present time, and their entire conviction of its hereafter bestowing on its members the greatest amount of benefit which the system of life assurance is capable of producing. Those of the present members who remember the origin and formation of the society, and who were so fortunate as to take an active part in its establishment, will be rejoiced to see how the moderate promises of its founders have been more than fulfilled, and how closely the real operations of the society have coincided with the theoretical ones which were at that time advanced. It is no exaggeration nor untruth to say, that the Mutual Society was formed from no selfish motive, nor for the individual benefit nor advantage of any one person in connection with it—it sprung out of the purest motives of philanthropy. It was designed as the assurance office of the husband and father, and established in consequence of an honest conviction that some such society was needed by the public. And how far, it may be asked, has it fulfilled the purposes for which it was designed? It has already, in the period of its brief career, distributed a sum amounting to 42,000*l*. amongst the wives and children of its deceased members; carrying with that sum much comfort and consolation to homes which, in some instances (if it not saying too much), would have been otherwise left unprovided for. As a social society, such as the directors have described it to be, it merits the warm sympathy and active support of all. It depended for its early success on the individual characters of those who promoted it, and it yet depends in a great measure for its further success on the individual exertions and recommendations of those who now belong to it.

The directors will not urge the members to exertion, by endeavouring to convince them that it is for their pecuniary benefit and advantage to induce their friends to enter a society which, it can be fairly shown, offers so many inducements, and which holds out such bright promise of conferring yet many more—they will not employ an argument which might seem to appeal too directly to the selfish feelings of mankind; but they would willingly endeavour to sway them to exertion by a loftier feeling—they would ask them to reflect on the immense amount of social good which is effected, when one man merely is induced to perform an act tending so much to the happiness of himself and his dependants as that of assuring his life; and they feel satisfied that it only needs such a conviction to convert every member of this and every other similar society into an active missionary for life assurance: in a word, while the directors on their part cordially assent to, they hope that every member of the society will re-echo, that great and benevolent sentiment of a former and eminent actuary, that

"*Every policy of assurance, in whatever office it is effected, is not only a private but a public good.*"

The CHAIRMAN said, the question now was the adoption of the accounts, and the report just read, upon which he should be happy to hear any gentleman who wished to address the society.

Mr. SIMPSON observed, that he had assured for 18 years in the Eagle Office, and found there was added to his policy 34*l*. 18*s*. 3*d*. He had also entered the Amicable at the same age, and found that after the next annual payment, which would also be the eighteenth, the bonus on that policy would be 125*l*. In the year 1834, he was induced to join the Mutual Assurance, and was one of its earliest members. He assured for 1000*l*. Now, he should be very glad if Mr. Hardy, with the leave of the chairman, would state what addition there was to his policy to the present time.

A MEMBER: each assurance was for a 1000*l*.—Mr. SIMPSON: each for 1000*l*.

A MEMBER asked, if there had been any reduction in the premium.

Mr. SIMPSON said the premium to the Eagle was 27*l*. 5*s*. 10*d*., and to the Amicable the payment was 27*l*. 13*s*. On entering the Mutual, four years afterwards, he paid 31*l*. 2*s*. 6*d*. on the 1000*l*.

A MEMBER: That brings the premium to about the same thing.

Mr. SIMPSON: It is so; and I hope, by knowing this, the younger members will be induced to exert themselves, because it is from the younger members that we expect benefit to our society. (Hear, hear.)

Mr. HARDY: The bonus, I find, in your policy, Mr. Simpson, to the 31st December, of the current year, will be 36*l*. (Applause.)

Mr. SIMPSON drew attention to this fact, for he had only joined the Mutual 14 years, and yet they gave him 30*l*. (Hear, hear.) It would stand thus: for his 1000*l*. in the Eagle he would receive 1034*l*.; for a 1000*l*. in the Amicable he would receive 1125*l*.; and for his 1000*l*. in the Mutual he would receive 1325*l*. (Applause.)

Mr ROWSELL said, it was reported that a member could not reduce the amount of his annual premium; if so, he would labour under great disadvantage.

Mr. HARDY replied, that about eight years ago a resolution was passed, that any member assuring in this office might have his addition or bonus, for an interval of not less than seven years, applied to the reduction of his future annual premiums.

Mr. ROWSELL: Is that stated in the circulars?—Mr. HARDY: It is publicly known.

Mr. WINSOR observed, that it was put down that the amount distributed amongst the members was 42,000*l*.; that the amount of existing policies was 984, the original number being 1224, which made a clear difference of 240. Now, his idea from these figures was, that the 42,000*l*. became payable in 240 policies. Would Mr. Hardy tell him, if that were the case—as it was desirable that the meeting should understand in what number of policies this 42,000*l*. was distributed. (Hear, hear.)

Mr. HARDY said, the number of claimants by death was 44, assured on about 1000*l*. each, which was the general average of the policies of the society. The difference between 984 and 1224, which former was the real number of the policies in existence, was made up by the 44 that had dropped, and of others that had been surrendered, forfeited, and lapsed to the society.

A DIRECTOR: That is, there have only been 44 deaths since the society has been in existence for 13 years. (Hear, hear.)

Mr. DENNIS thought the explanation quite satisfactory.

The report and accounts were then adopted, and ordered to be printed and circulated amongst the members of the society.

The CHAIRMAN said, he could not allow the meeting to break up, without congratulating the members, for the thirteenth time, on the prosperous state of the society. He assured them that, personally to himself, and the other directors, it was a consolation to meet them on these annual occasions, because they felt that the society had been founded on the best possible basis, and that is had been carried on with every caution, economy, and prudence, which was verified by the degree of prosperity at which they had arrived. (Applause.) The cause of this prosperity mainly arose from the fact, that they had never paid any money away to others than the assured, or to their estates. They paid nothing to local boards till they, by receipts, were a profit. All they had to do, was to husband their money till it was to be returned to their representatives, when the members themselves ceased to exist. (Hear, hear.) Having founded this society on that excellent basis, the directors proceeded with 100 lives, which they had properly examined, and then provided a private guarantee fund, in case of any untoward event happening to the institution. They went on in this great work from time to time, till the present day, when their annual receipts, from money invested, were 10,000*l*. a year, and their receipts from premiums 24,000*l*. a year. (Loud applause.) There had been, as stated, 44 deaths, which, if they divided by 13, they would see the number annually, and against that they received 30,000*l*. annually. If, for example, they looked at the increment that had taken place during the 13 years, they must admit that some caution and some prudence had been used, to bring things to so flattering a result. (Hear, hear.) They were told in the report, that the surplus balance, in round numbers, was 60,000*l*. this year. Last year, on turning over the book, he found the report stated it to be 48,000*l*., so that their balance had increased 12,000*l*. during the year. (Applause.) Now, the state of this society might be proved by two tests. In the first place, they valued all their liabilities as high as any society could possibly value them; secondly, they valued all their assets as low as any society could possibly value them, or would be done by any private individual. This mode of valuation would be best understood, if he were to suppose the society to be dissolved to-morrow, and that they had 1000 lives assured, 990 of which thought fit to remove their policies to some other offices—that they came to the Mutual, and said, "We do not like your society, give us our policies, with such amounts of money as will put us in the same position in that office." The directors could not only make that return to the 990, but would also have a balance of 60,000*l*. to divide amongst the odd 10 that remained, as a clear, unappropriated surplus. (Hear, hear.) There was another test of the soundness of this institution. During the 13 years the society had received 136,000*l*. from the insurers; for that 136,000*l*. they had now in cash, in the funds, and out on mortgage, about 105,000*l*.; therefore, including all that had been done in paying policies on those that had died, or for expenses, they would have only to deduct 105,000*l*. from 136,000*l*., and they would find that 31,000*l*. was all that had passed away from them. He would repeat, take this as another test, they had received 136,000*l*., and they had got at present 105,000*l*. They had paid claims, 42,000*l*.; they had paid for dividends, 3000*l*.—making 45,000*l*.; and the expenses during the time were 25,000*l*., which, divided by 13 years, would give them about 2000*l*. a year; so that this concern, flourishing as it was, had been conducted, on an average, at less than 2000*l*. a year. (Loud applause.) The 70,000*l*. so paid away was thus accounted for, and their capital had only been reduced 31,000*l*. Was that good management, or not? (Applause.) The Chairman then alluded to the tabular statement in the report, and drew attention to the proportion in which the additions had accumulated. It was by the economy of the management, the advantage of interest and compound interest, there being no shareholders to claim a dividend on shares, nor agents to take away 5 per cent., that enabled the directors to allow the gentleman No. 6 in the table to have his 120*l*. in addition to his policy, although he had paid only 125*l*. to the society—thus, in fact, the money paid was returned; the policy became in this office the addition. (Applause.) He would ask, how it happened, in spite of such advantages, so few persons assured their lives. From the last return, he found that only about 120,000 lives were assured in this great kingdom. (Hear, hear.) He drew from this fact the conclusion, that there must be something wrong in the system, which ought to be corrected. Some three or four years ago, he moved for a committee of the House of Commons, on the subject of life assurance, with a view that the public might see how beneficial it was to assure their lives; but the Government of the day had it to embrace bubble companies and joint-stock companies generally, so it ended in nothing, as respected his object, but had given rise to the laws which now govern joint-stock companies in general. (Hear, hear.) He still thought inquiry should be made on the subject; and in the event of it, he would suggest various remedies—first, that some limited time should be fixed, after which the society should not raise objections to the original declaration; secondly, he thought that no society, finding out a flaw in the policy, should keep it within its own knowledge—and, after receiving the premiums, tell the representatives, "we have got a mark in our books against you, and you will receive nothing." (Hear and laughter.) He thought there might be one premium received after the discovery, for in the course of 12 months they would have time to discover whether it was a good or a bad policy; but in cases where they pronounced the policy void, they ought to return the whole of the premiums. (Hear, hear.) He also thought that the holder of the policy ought to be able to sue on a policy in his own name; but, by the present law, it must be in the name of the representative of the person insured. He thought these suggestions might be of some benefit to secure more confidence on the part of the public, in insuring their lives; and he should be happy to put his ideas into a bill, when it would be seen, if the public would appreciate the alterations. (Applause.) Having shown the meeting how they were first formed, and how they had succeeded by the best possible tests, he now wished to impress upon the members the fact, that they as agents, and that, therefore, every one was an agent for himself and the society. (Hear, hear.) By this they saved the 5 per cent. paid by other offices to agents; and not only that, but their exertions produced the same effect as if they had been paid actual cash. He would finally urge the members to give their strenuous support to this society, which was not founded for mere speculation, but solely that their widows and children should find assistance, after they themselves had departed this life. (Loud applause.)

A vote of thanks to the directors was moved, seconded, and passed unanimously.

Mr. CHARLES DOUGLAS, M.P., moved a vote of thanks to Mr. Hardy (their actuary), for the valuable services he had rendered the society. (Applause.)

Mr. HARDY returned thanks, and alluded to the valuable aid he had at all times received from the judgment and business habits of the directors.

A vote of thanks was also passed to the auditors and the worthy chairman, when the meeting separated.

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